

Zeitschrift



Brand-new Brazilian Kombi campers now in UK.

August 2010

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Bugs & Buses by the Bay
VW Spectacular 2010
E10 replaces ULP 91
Passat R36

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ACT run to Gundaroo
VW 1300 details
Plus lots more...



Club Veedub Sydney.
www.clubvw.org.au

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



Club Veedub Sydney Committee 2010-11.

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Brian Walker	Rudy Frank	Jeff Dunn
David Carter	Norm Robertson (JP)	
General Committee:		
Ron Kirby	Laurie & Gwen Murray	
Wayne Murray	Grace Rosch	
Ray & Shirley Pleydon	Belinda Harris	
Ken Davis	Mike Said	
Canberra Committee.		
Chairman:	Mark Palmer	0416 033 581
Vice Chair:	Bruce Walker	0400 119 220
Secretary:	Megan Wadey	0415 567 541
Registrar:	Ian Schafferius	0434 717 093

Club Veedub membership.

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

Monthly meetings.

Monthly Club Veedub 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 or Club Veedub (Secretary)
PO Box 1135 14 Willoughby Cct
Parramatta NSW 2124 Grassmere NSW 2570
info@clubvw.org.au

Our magazine.

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

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 any 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 an acknowledgment to *Zeitschrift, Club Veedub Sydney*.

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

We thank our VW Nationals sponsors: 23 years.

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

20 years and over.

Shannons Car Insurance	Wolfsburg Motors St Peters
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15 years and over.

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10 years and over.

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5 years and over.

All Metal Bumpers	Defender Safety
Artemi's T-Shirts	Kombi Rescue
Black Needle Motor Trimming	Les Barlin VW Automotive
Bug-A-Bug	Nulon Products Australia
Canberra VW Centre	Volkommen Art
Classic Vee Dub	Wolfsburg Automotive (VIC)



AUCTIONS · EVENTS · INSURANCE



2010 SHANNONS EASTERN CREEK CLASSIC 21 and 22 AUGUST 2010 EASTERN CREEK INTERNATIONAL RACEWAY

THE LARGEST GATHERING OF CLASSIC VEHICLES IN NSW.

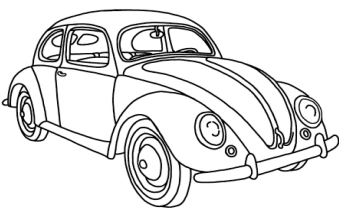
SATURDAY: FREE ENTRY & PARKING.
TRADE DISPLAYS & SALES IN PIT GARAGES ALL DAY
CSCA SUPERSPRINT CIRCUIT EVENT FROM 10:00AM

SUNDAY: 1,700+ MEMBERS VEHICLES ON DISPLAY AND ON PARADE
CLASSIC DOUBLE DECKER BUS RIDES AROUND THE TRACK
NSW'S MOST PRESTIGIOUS CONCOURS JUDGING EVENT
MILITARY & COMMERCIAL VEHICLES ON DISPLAY
HISTORIC RACING CAR DISPLAY
TRADE DISPLAYS IN PIT GARAGES ALL DAY
BOOKS AND MODELS ON SALE - ideal for Father's day

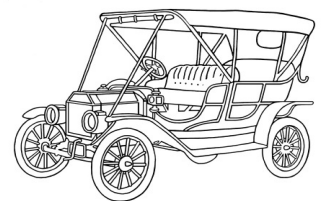
Special Displays for :-

- 100 years of ALFA ROMEO
- 80 years of the ASCC
- 60 years of the VOLKSWAGEN KOMBI
- 60 years of the ALVIS CAR CLUB
- 60 years of the MG CAR CLUB
- 50 years of the PEUGEOT 404
- 50 years of the FORD FALCON
- 40 years of the BOLWELL CC
- 40 years of the CITROEN SM & GS
- 40 years of the TRIUMPH STAG

**IF YOU LIKE CARS, MOTOR BIKES, TRUCKS, BUSES OR MILITARY VEHICLES,
THIS IS THE SHOW FOR YOU AND ALL THE FAMILY.**



**PUBLIC ENTRY \$15 (incl. GST)
KIDS FREE - 12 years & under
PARKING FREE
BUS RIDES - DONATIONS welcome**



Club Veedub Sydney has 15 display spaces booked – these will go quickly.
Phone David Birchall on 0415 957030 to book your VW in the display.

VW Motorkhana

**SUNDAY SEPTEMBER 12TH
IS THE DATE FOR OUR STATE
CHAMPIONSHIP MOTORKHANA
AT NIRIMBA TAFE QUAKERS HILL**

COMPETITORS AND OFFICIALS NEEDED

**COME AND TRY A MOTORKHANA AND TEST YOUR
DRIVING SKILL & CAR'S ABILITY**

All you need is current club membership, a basically roadworthy car (doesn't need to be registered to compete), a 2NS CAMS Licence (available on the day), sensible clothing including enclosed footwear, helmets only if you are in an open car, a sense of humour and you are ready to go.

The Event Starts at 10:00am but be there early as entries open & scrutineering starts at 8:30am for a drivers briefing at 9:45am .

Entry Fee is \$50 (\$25 For Juniors)

Anyone over the age of 12 can compete (under 18's do need guardians consent)

**If you want to see some examples of what its all about go to:
www.motorkhana.com or Type Motorkhana and Nimba into YouTube**

**For more details please call me 0407 00 33 59 or email:
cameronhart@ozemail.com.au. Regards, Cameron**

Part of the



IT'S ON AGAIN AND YOU'RE INVITED!

The Burwood Spring Festival starring the 19th Classic Car

SHOW & SHINE 2010

Sunday 19 September 2010 – 10am 'til 5pm

ON THE OVAL IN BURWOOD PARK

Have you been before? Then you don't need an introduction to the Burwood Spring Celebrations - it is simply fantastic. This year is the 19th year!

In the bottom end of Burwood Park are the stalls, entertainment and food fair - and then all your lovely old cars, street and custom machines, and motorcycles, are displayed all around the oval at the top of the Park. A simply glorious sight, just like we used to do!

How can you (and your pre-1990 Volkswagen) take part? Fill in the application form and return to me before Friday 3 September and you're in. To get a form, **pick up one at the next Club Veedub meeting**. If not, email me at show.n.shine@bigpond.com, or phone me on **0425 206 021**.

On your form, or when you ring me, nominate that you are with **Club Veedub** and we can get all the Volkswagens parked together.

On the day you only need to turn up between 7:00am and 9:30am and pay your \$5 entry fee. You enter from Park Rd, near Rowley St.

If you would like your VW judged by the Council of Motor Clubs, offer up another \$5 and you might end up the owner of one of the best trophies in town. There are sixteen categories, including Best '50s, Best '60s, Best '70s, Best '80-90s, and Mayor's Choice.

Closing date is 3 September but don't wait. Get your entry in now!
See you there!

Rhonda Sclanders

Show & Shine Coordinator – International Media Communications Pty Ltd

Phone 0425 206 021 or email show.n.shine@bigpond.com

*You said – we listened!
We're back in Burwood Park!*

All proceeds to the Burwood State Emergency Service

Oktober-Fest 2010



205 Adams Rd Luddenham (UBD Map Reference 224 A15) with the gates opening at 10am. \$2 per person Admission.



Oktober-Fest is on again at the Hubertus Country Club Luddenham!

Oompah-pah Band, local and German beer on tap in a Glass Oktober-Fest Beer Stein, German Food and Market Stalls plus rides for the kids. So bring along your family, Lederhosen and an appetite for German music, food and of course... **BEER!**

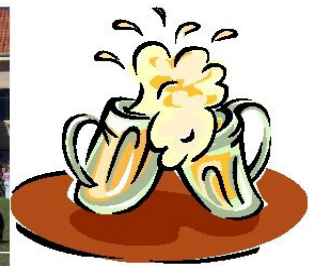


You'll be welcome there all October long weekend!

(Camping spots available, Contact Hubertus Country Club for information)

Club VeeDub will be set up there on Sunday October 3rd. Look for the "VW Parking" signs after you go through the Gate for premium parking for VW's only. We will be parking in front of the clubhouse on the concrete again.

For general information on the Hubertus Country club or their Oktober-Fest, call (02) 4773-4444. Otherwise email/call Raymond at sales@dubvw.org.au / 0408207228 We'll see you there! -Prosit!



Von dem Herrn Präsident.

I would like to thank the outgoing committee and congratulate our new committee members for stepping up and helping to make this club function.

David has stepped down from the role of President after a record number of years, but will still take an active role in the running of the club particularly in the VW Nationals. There was no night of the long knives ala Julia & Kevin.

I have handed the reins of the website over to Aaron Hawker. The club website is an important part of the club now, and is probably the first point of contact with the club before new members join. Aaron's IT expertise will improve the website way beyond my ability. I believe we were just the second club in Australia to have a website, and the very first to have our own domain name (www.clubvw.org.au)

I mentioned at the AGM that the RTA is likely to introduce many new draconian rules for registering modified cars and importing old ones. I will endeavor to keep everyone informed about developments in this area.

Don't forget the Shannons Eastern Creek Classic 2010 at Eastern Creek raceway on Sunday 22nd August and the VW Motorkhana at Nirimba College TAFE, Schofields on Sunday 12th September.

If anyone has any ideas for events that we could organize or organize yourself, please contact one of the committee members.

Yours in
Volkswagening,

Steve Carter



Kanberra Kapitelreport.

A chilly G'day from Canberra. The frost is nicely set outside and we are looking forward to the oncoming spring so that we can warm up again.

The local chapter had a great cruise to Gundaroo on 25 July - a last minute change from Collector due to a minor issue (!), and you should find a trip report elsewhere in the magazine on this.

Of course spring means German Autofest to us, our main event for the year, to be held on the weekend 18 / 19 Sept, on the lawns of the National Library. Each year the event gets bigger and better, last year we finally pipped Mercedes at the post and had the most cars in attendance, we'd love to have you along to help us well and truly cement another 'win' this year!

Saturday 18 Sept will be our annual VW cruise, meeting at Russell in the afternoon (check the website for details) and winding through town to a final location. There we'll have a sausage sizzle, catch up with everyone, check out the cars, and of course discuss the Autofest coming on the next day. Sausage sizzle will be free if you have a Club VeeDub shirt on (either Canberra or Sydney shirts), and we'd appreciate a gold coin donation from visitors.

Sunday, all hands will be on deck as we welcome all manner of Dubs to the show. Are you coming? We'd love to see you, and your dub - water or air cooled, showroom or ratty condition, trophy winner or daily driver, standard, modified, rat - if its a VW, bring it along. They are the Peoples Car, we want to show Canberra what the people have! There is an entry fee for VWs on show - club members \$7 (we will have a current membership list on hand), non club members \$12. Correct change at the registration tent would be appreciated. As per previous years you will be able to download the entry form off our website (canberravw.com), it isn't there yet but will be soon. Why not fill it in and have it ready on the day? Saves a lot of time at the rego tent.

Special mention on show rego - you MUST do it if you have a car there in the display. We have problems every year tracking people who have not been to the rego tent. Park the car where the marshals ask you to, go to the tent, fix your registration for the day, whack your rego sticker on your car - done. Please do this as soon as you park to save us trying to find you later.

Don't forget that Floriade is held just over the bridge from the show, great excuse for some of the family to go wandering while Autofest is on.

Trophies will be presented around lunchtime so that some people can get an early exit if they have travelled a distance. We would appreciate people to be there earlyish in the morning so that we can start judging as soon as possible.

Autofest has grown each year and we are looking forward to a big turnout this year. We especially appreciate those dubbbers from out-of-town who come along each year and add to the flavour.

Well I have rambled enough, check our website if you have questions - mark it down in the calendar - 18 / 19 Sept, Canberra event. Well done, we'll see you there!

Bruce



Klub Kalender.

August.

Thursday 19th:- 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.

Sunday 22nd:- Shannons Eastern Creek Classic 2010 at Eastern Creek raceway, hosted by CMC. The largest gathering of classic vehicles in NSW - 1,700 cars on show. Trade stands, racing cars, concours judging. Our club has a Volkswagen display and lap demo - contact David Birchall for your booking. Only 12 spaces available!

Monday 30th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

September.

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).

Sunday 12th:- VW Motorkhana at Nirimba College TAFE, Schofields. A round of the NSW State Championship, run by Club Veedub. Volkswagen drivers wanted! Contact Cameron Hart on 0407 003359 for more information.

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.

Saturday 18th and Sunday 19th:- Canberra VW Weekend. Saturday afternoon cruise and sausage sizzle. Sunday is German Autofest car show on the National Library lawns. Food and drink available, kids car show and activities. Contact Bruce on 0400 119220 for more info.

Sunday 19th:- Burwood Spring Festival car show, Burwood Rd. Vintage, veteran and classic vehicles. Club Veedub will have a display (\$5 entry) but you must pre-book. Phone Rhonda on (02) 9747 2757 to get an application form, or pick one up at the August meeting. Entries close 3 Sept.

Monday 27th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

October.

Sunday 3rd:- German Oktoberfest 2010 at the Hubertus Social Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, Oom Pah Pah band. Market stalls, kids' rides! Club Veedub has a Volkswagen display in a prime position. You are also welcome to camp Saturday night, should you wish. Einen wunderbaren Tag! For info phone Raymond on 0408 207228. Prosit!

Sunday 3rd:- VW Warwick 2009 Drag Racing at Warwick Dragway, Queensland. Street parade and display on Saturday, drags on Sunday. See www.vwma.net.au for more info.

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

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.

Sunday 24th:- Boris' Picnic Day 2010 at Cook Park, Dolls Point, right beside Botany Bay. VW display, VW swapmeet, club stand, BBQ sausage sizzle. Shine up your VW for spring and enjoy a day by the Bay. All VWs welcome, old and new. \$5 entry, \$10 for swappers. Come rain or shine! Phone Boris on (02) 9789 1777 for more info.

Monday 25th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

Sunday 31st:- Southern Highland Motorfest 2010 at Chevalier College, Bowral. Open to all types of cars, commercials, heavy vehicles and bikes. Informal show n shine event with trophies awarded to all categories. Combined with the annual Chevalier Country Fair and a full day's program of wood chopping. Lots of food, rides, competition

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9/1/07 RIGHT ANGLES

and games. This is an event for the whole family. \$10 entry. Stall holder enquiries welcome. For more details contact Ken on 0438 090 263. **Club Veedub Convoy meets at Uncle Leo's, Liverpool Crossroads, at 7:15am.**

November.

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 Cruise to the Dam, organised by Flat Four VW club. Meet at the Plough and Harrow Park, Elizabeth Drive Cecil Hills, at 11:00am for tea/coffee and snacks. Cruise departs at 12:30pm for a round trip to Warragamba Dam, returning to the start for a sausage sizzle. People's Choice trophy. All VWs welcome! \$10 per car.

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.

Monday 29th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

December.

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 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 Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

2011

May.

Saturday 21st and Sunday 22nd: VW NATIONALS 2011.

Marktplatz.

*All ads should be emailed to: info@clubvw.org.au
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. All ads will be published here for two months.
All published ads will also appear on our club website,*

www.clubvw.org.au Photos can be included 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:- Various Volkswagens, and additional parts:

- 1983 T3 2-litre EFI Kombi camper, good condition
- 1975 Superbug, good condition
- 1971 Kombi with factory High-top roof. Rescued from wreckers; lots of work needed
- 1979 2-litre Microbus, will sell for the right price
- 1971 Type 3 Fastback, Fuel injected with modified engine, 14x6 wheels
- Two (x2) T3 Kombi bodies, with lots of extra parts
- 1959 Karmann Ghia complete body and floorpan, no paint, lots of surface rust. Parts vehicle but I won't cut it up
- Lots of panels, suspension parts for T3 Kombi
- No T3 engines or gearboxes but I do have a 1600cc Type 3 Notchback engine with twin carbs for sale
- Huge amount of other VWs spares, not sure what's there as I need to clean out my shed
- 60-metre x 30 metre x 8 metre shed

I want to get rid of this stuff before Valla Park. All components located 25km south of Grafton (NSW). For more information and offers on price, please phone Rosco on 0420480522 any time.

For Sale:- Volkswagen Scirocco Mk 1, 1976. Yellow with black interior, 4 speed manual. One owner, Over 200,000km, Rego SSZ-598. Car in Adelaide \$10,000 ono. Phone Geoff & Jane Hocking 0421 259 117 or 0412 881 370



Trades and services directory.

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CALL RON (02) 9774 3340
PADSTOW INDUSTRIAL ESTATE
UNIT C/20, 78 GIBSON AVE, PADSTOW

For Sale:- New NOS Volkswagen parts to suit Kombi and Beetle. All stock is new and part numbered, and from a VW repair shop (Lorenz Motors, Fairfield) that has been closed down for many years. Many engine parts, clutch assemblies, cables, bearings, crank cases, muffler parts, mirrors, valve guides, tie rod ends, etc. Will accept first realistic offer on all parts. Call Lorenz on 9630 1048. Parts are located at Northmead, in the Sydney metropolitan area.

For Sale:- 4 x Simmons V4 three piece wheels to suit 4 bolt Beetle (4x130 pcd) fronts are 15x6, rears are 15x6 1/2 Near new tyres, 195/50x15 & 205/60x15. Located in Mortdale, St George area Sydney. \$1800 Call Richard on 0409 469 331.

For Sale:- 2-door 1983 South African Mk1 Golf. Red with black and white check interior. No dash cracks, immaculate condition. 1.1-litre economy motor, 4-speed manual, just 97,000 miles. Inspections welcome. 11 months rego (May). \$6,500 ONO, car is in Brookvale. Phone Grahame on 0402 939900.

For Sale:- 1997 VW Golf Cabriolet, 5-speed. Log books, air bags, ABS, leather, alloys, low km, full service history. Immaculate throughout. Very well cared-for. Rego until 2/11. \$7500. Phone 0413 945789.

For Sale:- 2003 model Golf Generation, 2.0-litre, 5-door hatchback. Auto transmission. Black, 126,000 km, airbags, ABS, power steering, full service history. Always garaged, excellent condition. Rego 07/11. \$14,500. For more info phone me on 0410 005636.

For Sale: VW 1974 Beetle Superbug L, Named Helsey, Metallic Golden Brown, 4 speed Manual, 4 cylinder Petrol Carburetor 1600 (1584cc), CD player, Tinted windows, Vehicle history available, Much loved bug drives well and reliable, Needs some repairs would be great for an enthusiast or a bug loving person, Rego: 8/10, Looking for \$2,000 ONO. Please come and have a look. Email: sponty@live.com.au or contact Mary-Ann on 0413 893 094.

Trades and services directory.

Unit 1
11B Harp Street
Campsie NSW
Australia 2194

Tel: 02 9789 1777
Fax: 02 9718 8704

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For Sale:- 1967 split window Kombi semi-restored. All rust has been cut out, has been repainted. Now just needs to be put together again. All parts still there some will need to be replaced. Resto has been done by Indian Automotive. Reluctant sale but have run out of funds to complete. Kombi is located in Upper Blue Mountains. \$18,900 or near offer. Please call Catherine 0414 673 359.

2nd Month Ads.

For Sale:- John Watt's Round Australia "RERUN" Beetle. I'm looking at another VW project to go back to doing Sprints, and I can't afford to hang onto it and have another one as well! This Green Beetle sits at home, I don't get to drive it much, as I have a ute and busy with work commitments so I've decided to put my Beetle up for sale! It's a 1970 swing axle, with Empi Mags and Bridgestone "G" Grid tyres, which are not only good on the road but good for lap dash events, and not bad on dirt, as I have proven around Australia! It has wide fibreglass guards to allow for wider wheels, plus there is a set of wide chrome steel wheels with tyres on them to go with the car. Recaro Seats, Red 2" RPM 4 point Harness Belts. 1916cc engine, 44 IDF Webers, 009 Dizzy, all stainless tinware, with a Stan Pobjoy Deep Sump. It has a Monza style

Trades and services directory.



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exhaust (4 pipes sticking out the back), mainly because it tucks up underneath very well! 043 heads, lightened SCAT flywheel. It ran out of Rego back in April! In case you didn't know the car is Dark green, and Empi wheels are black. Get ready for the next Outback Trial or Warwick Weekender in October! My asking price is what I feel the Beetle is at least worth, and that is \$6,400 ONO. Contact me John Watt on (02) 6734 5194 at home. I'm at 25 Cadell St Deepwater NSW, which is 40km past Glen Innes along the New England Hwy. Cheers, Watty

For Sale:- Volkswagen Golf, 2005 model, 5-door hatchback, dark blue paintwork, very good condition, rego expires 08/10, CD player, airbags, power windows, alloys, air con, central locking. \$14,990. Phone Chris on 0418 886495.

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Golf R now on sale.

The new Volkswagen Golf R is now available in Australia. As the 'flagship' of the sixth generation Golf range, it is equipped with standard Bi-Xenon headlights, LED daytime running lights and LED rear lights. It has manual or optional DSG transmission. The old VR6 engine has been retired and replaced by a new high-tech turbo four. At 188 kW it is more powerful than any production Golf before, but at the same time, it's the most fuel-efficient Golf R ever. It's like a sports car with compact-class fuel economy.



The Golf R sprints from 0 to 100 km/h in just 5.9 seconds. The Golf R performs even better when shifted with the optional direct shift gearbox (DSG): It races to the 100-km/h mark in just 5.7 seconds. And while the retired Golf R32 used 10.9 litres fuel per 100 kilometres, the new Golf R only needs 8.7 litres. This translates to a 1.2 litre better fuel efficiency than the previous model. As well, CO2 emissions are reduced from 259 to 201 g/km (manual) and just 197 g/km for the DSG automatic.

The efficiency gain of the new Volkswagen Golf R is not some trick. It is the result of 'downsizing'. The predecessor generated its power from a displacement of 3.2 litres and six cylinders. In the new model, this is accomplished with only four cylinders and just 2.0 litres of displacement, which equals a highly advanced direct injection petrol engine with turbo-charging (TSI). Most noticeable at the fuel pump and on the winding mountain road, this high-tech alliance is superior to a classic six cylinder with multi-point injection.

The current Golf GTI proves that the sound of a four cylinder can leave a strong impression; the GTI is also powered by a four cylinder TSI, albeit in not quite a high state of tune. For the Golf R the chrome dual tailpipes of its sound-optimised exhaust system provide a broad "sound spectrum".

The TSI's torque characteristic is just as impressive. By comparison, the six cylinder of the previous model developed a maximum torque of 320 Newton-metres at 2,500 rpm. That was remarkably good in its day. However, the turbo four-cylinder direct injection engine of the new Golf R transfers 330 Newton-metres torque at 2,400 rpm and can maintain this peak value up to 5,200 rpm. This means that the new Golf R delivers a high level of fundamental dynamic performance.

For Australia the Golf R is available with a wide range of options. These include Electric Glass Sunroof (\$1,900);

Talladega 19" alloy wheels in Silver or Black (\$1,300); Dynaudio Excite 300W Audio (\$1,300); Satellite Navigation RNS510 (\$2,500); RNS510 with Dynaudio Excite (\$3,500); Rear View Camera (RVC) (with RCD510, RNS510 or Dynaudio) (\$500); Media Device Interface (MDI) (\$270); Vienna Leather Upholstery (\$3,300); Motorsport Front Seats, Mirco Fibre/Leather Upholstery (\$5,300); Electric Driver's Seat (only with Leather & 5 door) (\$600); Adaptive Chassis Control (\$1,500)

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NOTE: Prices are manufacturer list prices (MLP) only. As such, dealer delivery fees and the various statutory charges are not included.

New Jetta revealed.

The new Jetta has been unveiled at Times Square in New York, featuring a sharp new look, greater space and the most advanced range of petrol and diesel engines yet. It draws a greater separation in appearance from its Golf brother; in fact the new Jetta shares no body panels at all with the Golf.

Drawing inspiration from the popular NCC (New Compact Coupé) concept car which made its debut at the Detroit Motor Show in January, the new Jetta was styled under the leadership of Klaus Bischoff, head of design for the Volkswagen brand. Every panel is new with precise, clean lines lending the Jetta an elegant appearance that marks the latest evolution of the new Volkswagen design language.



The fresh styling and acute attention to detail continues inside the Jetta. An all-new dashboard featuring subtle aluminium highlights sits ahead of a leather-trimmed three-spoke steering wheel. Every Jetta will feature an integrated multifunction display, air conditioning and a CD stereo system. Available as an option will be touchscreen satellite navigation.

As with the outgoing Jetta, the new car mixes the practicality of being able to seat five adults with a large, 510 litre boot and a comprehensive range of standard safety

features including six airbags, ABS and Electronic Stabilisation Programme (ESP).

This is the largest Jetta so far. The overall length of the Jetta has grown by 90 mm to measure 4,644 mm. In addition, the wheelbase has also been extended to 2,648 mm, an increase of 70 mm, resulting in 67 mm greater legroom for rear seat passengers.

Powering the new Jetta is a range of advanced petrol and diesel forced induction engines. New to the Jetta is the 1.2-litre TSI engine producing 78 kW, while the twincharged 1.4-litre TSI 119 kW engine mixing performance and economy is added to the range. The 1.4-litre TSI 91 kW and 2.0-litre TSI 149 kW continue unchanged. Diesel options consist of a 1.6-litre TDI 78 kW and a 2.0-litre TDI 104 kW engine.

BlueMotion Technology modifications, including Start/Stop and battery regeneration, will be made available linked to the 1.2-litre TSI and the 1.6-litre TDI engines. The changes allow the 1.2-litre TSI version to achieve 5.3 L/100 km on the combined cycle while emitting 123 g/km of CO₂. The 1.6-litre TDI variant is capable of returning just 4.1 L/100 km and emits just 109 g/km of carbon dioxide.

The latest Jetta has been tailored more towards US tastes as Volkswagen aims to sell 800,000 vehicles per year in the US by 2018, three times more than at present. The US-spec Jetta will be built at VW's new factory in Tennessee, and will tailor US equipment versions (S, SE, SEL and TDI) to consistently fulfill the wishes of American car drivers. Volkswagen has also developed a second version of the safety chassis designed especially for America.



The original Mk1 Golf-based Jetta was launched in Germany in 1979, and over 9.6 million vehicles have been sold over five generations since then. The Mk3 Jetta was known as the 'Vento', and the Mk4 Jetta was the 'Bora' in most markets, but the USA used the 'Jetta' name throughout.

Sustained popularity in the US market has led the Jetta to become the biggest selling German saloon car in North America where it accounts for 110,000 sales every year. The Jetta has long been the most popular Volkswagen model in the US, easily outselling the Golf, Passat and New Beetle.

UK Sales of the new Jetta will commence in early 2011 with prices and specifications being announced nearer this time. The latest Jetta will be coming to Australia later in 2011, probably sourced from South Africa or Mexico as with the current Mk5 Jetta.

New VW CrossPolo.

The next generation Volkswagen CrossPolo has been released in Europe. After the new Polo debuted in 2009, followed by Polo BlueMotion and Polo GTI in 2010, the CrossPolo now completes the series. With its all-terrain look, unique world of colours and features, and a higher ride height (15 millimetre gain), the VW CrossPolo is appealing as one of the most unconventional vehicles in its class.



This all-rounder is powered by three new fuel-efficient petrol engines, with a power range from 51 to 63 to 77 kW. The top petrol engine is the new 1.2 TSI. This turbocharged direct-injection petrol engine accelerates the CrossPolo to 100 km/h in 9.9 seconds, reaches a respectable top speed of 188 km/h, yet has a combined fuel consumption of just 5.5 litres of fuel.

Buyers can choose from three common rail TDI engines. All engines have 1.6-litre displacement and are available with 55, 66 or 77 kW. All three variants need just 4.3 litres of diesel per 100 km and emit just 113 g/km CO₂. Two of the six engines can be ordered with a 7-speed DSG, like the one used on vehicles such as the Polo GTI. All Volkswagen CrossPolo engines meet the limits of the Euro-5 emissions standard.

The new Volkswagen CrossPolo continues in the tradition of its predecessors. Originally, a production run of only 5,000 units was planned for a special edition called the Polo Fun, but demand soon exceeded sales forecasts. The step was soon taken from special edition to production model, which became the CrossPolo.

The rugged-sporty character of the Volkswagen CrossPolo – always produced as a five-door – are reflected in many of its details. Especially striking: the individually styled front apron – in anthracite colour - with integrated front fog lights and large air inlet at the centre. There are sporty black wheelarch extensions and coordinated body sills set the styling. The latter continue visually into the lower door area. In off-road driving and in the 'jungle' of metropolitan parking spaces, these rugged plastic guards do their part to protect the car from damage. Fitting the character of the CrossPolo are the 17-inch alloy wheels ("Budapest" style) in 5-spoke design with tyres in 215/40 format.

Another unmistakable characteristic of the CrossPolo is the traditional silver anodized roof rails. They can be used to mount roof boxes and carrier systems with a weight of up to 75 kg.

The CrossPolo has an ample array of standard equipment. In the interior, specific standard features include height-adjustable sport seats, an asymmetrically split rear bench and backrest, pockets on the backs of the front seats and sliding drawers under them, leather-trimmed steering wheel, centre armrest in front (with storage compartment), pedal caps in aluminium look and chrome on various switches and components. Also standard are electric adjustable and heated door mirrors, electric window lifts all around, illuminated make-up mirrors in the sun visors, multi-function display including tyre pressure monitoring (tyre pressure monitoring system, TPMS) and central locking with RF remote control.

The new VW CrossPolo also shows off its talents when it comes to space and efficient space utilisation. The rear bench can be folded with a standard 60:40 split. When it is completely folded, the car's cargo capacity increases from 280 to 952 litres. The dual cargo floor - adjustable to two height levels - provides a continuously level loading surface. Four tie-down eyes simplify secure fastening of the cargo to be transported, while two hooks in the side trim panels keep bags from tipping over.

The CrossPolo is one of numerous European VWs that unfortunately won't be coming to Australia.

First Scirocco R in Australia.

Earlier this year there were numerous reports that, despite not being available for sale from Australian VW dealers, the Volkswagen Scirocco could still be privately imported to Australia under Federal Government's Specialist & Enthusiast Vehicle Scheme. Under the conditions of the limited approval, only two models of Scirocco are eligible - the Scirocco 2.0T and the top of the range Scirocco R.



As the image here shows, the first Scirocco R to be imported to Australia under this scheme has now arrived in Sydney. The car was shown at an invitation only preview last month at Scuderia Imports in Willoughby, in conjunction with the Artarmon-based City Performance Centre.

The Scirocco has not yet been showed publicly, so this was an exclusive showing. The Scirocco is a fantastic looking car, and one really has to question why Volkswagen Group Australia continues to sit on its hands in regards to official

imports of this model. Neither the Mk1 or Mk2 Sciroccos were ever sold here, and so far it looks as though the current Mk3 will not be officially released either. A great pity, as it is a very different car from the just-released Golf R (which shares a similar drivetrain).

As to the future of this first Australian Scirocco R, it is understood the owner has big plans for the car. Once it's ready to go, expect to hear about it - it should be very special and definitely unique.

The Wolf is mightier than the elephant.

We know that 'Amarok' is the Inuit (Eskimo) word for 'wolf', the name given to Volkswagen's much anticipated twin-cab utility vehicle. But we didn't know the wolf is mightier than the elephant. At least, that's what a new television commercial from Brazil is trying to convince us.

The Amarok was proved in the Dakar Rally earlier this year, and has already gone on sale in South America. There are stories of Amaroks already being flown into Australia for testing, but officially Australians will have to wait until the end of the year before they can get first hand look at the vehicle Volkswagen hopes can break the Toyota Hilux. You will be able to see and touch the new VW Amarok at this year's Sydney Motor Show, scheduled for October.



However, Volkswagen Australia's spokesman Karl Gehling remains coy about the pick-up's exact launch date, specs and pricing. "Until we lock in production dates, we can't say when it will go on sale." This has not stopped many Australian VW dealers from already taking orders and holding deposits.

It is likely the Australian release of the Amarok will follow other markets, which means an initial engine line up comprising a pair of high-tech 2.0-litre TDI turbo diesels. The entry level tune will offer 90kW/340Nm, while the higher spec model will provide 120kW/400Nm.

Some interesting Amarok TV ads have already been made and broadcast in South America. These can be seen on internet websites such as YouTube. The 'Elephant' ad is the most famous so far, showing how a tough and faithful working elephant is replaced by the new Amarok. To see it, go to YouTube and search for 'Volkswagen Amarok'. You will need to speak Portuguese though.

Amarok single-cab.

Up to now, Volkswagen has only produced the new Amarok pickup in a dual-cab version. However spy photographers have caught Volkswagen's as-yet unreleased single cab Amarok, undergoing testing near the Nürburgring.

Snapped undisguised, the single cab Amarok is essentially a more basic version of the dual cab Amarok. Styling changes are minor but include a longer truck bed and a lengthened B-pillar, which conceals additional storage capacity behind the front seats.

While nothing is official, the primary engine will be a 2.0-litre four-cylinder TDI with 120 kW and 400 Nm of torque. Regardless, speculation also seems to suggest a 2.0-litre four-cylinder flex-fuel petrol may also be offered. This would be important for the Brazilian market, where ethanol is a big seller. The single cab could also be introduced with an automatic transmission - a first for the Amarok.



Look for more information to be released ahead of the single-cab truck's launch in South America in early 2011. On that basis, Australian sales would likely commence in the latter half of 2011.

Possible additional versions for the Amarok in future – and not yet seen anywhere – are a cab-chassis model, and perhaps a full station-wagon version. We shall see.

Golf Sport-Wheels.

German tuning house Sport-Wheels, from Hürth near Cologne, has just announced a new 242kW upgrade kit for the Volkswagen Golf R. In Australian spec the 2.0-litre R has 188kW, so this power increase of almost 30% is nothing to sneeze at. Torque also gets a very tidy kick, from 330Nm up to 450Nm.

All it takes to ask the Golf R's turbo to weave a bit more magic is an ECU reflash (799 Euro/AU\$1,160) and a hand-made turbo-back exhaust system, including revised downpipe and catalyser and 83mm exhaust pipe, all carbon-plated (1,950 Euro/AU\$2,850).

For the chassis, Sport-Wheels offers springs for a lower setting and high-grade steel thread chassis (variant 3 Inox LINE starting from 1,549 Euro/AU\$2260), which are steplessly adjustable in course and compression phase.

The road is contacted by extremely low profile 20-inch tyres. Despite the blocked OZ-rims Ultraleggera HLT in



8,5x20 inch size, with high-speed 235/30-20 tyres, this wheel/tyre combination is 12 kilograms lighter than the series (19 inch).

The complete wheel set is available in flat black or silver starting from 2,849 Euro / AU\$4,045, or for more individuality can be purchased with a special lacquer finish in red, and front surface in car colour, starting from 4,039 Euro / AU\$5,695.

The Tuning program is rounded off with a special reflex foil decal set from the partner company CoverEFX from Erfstadt, which can be bought for 350 Euro / AU\$495.

If you would like more RRRRR for your Golf R here in Australia, then you might be eager to learn more about the plans the local APR distributor has for its recently-purchased Golf R. Currently the engine is out and is about to undergo a full Stage III transformation. When it's all put back together again you can expect some big numbers from that car, too.

Chinese electric VWs.

Volkswagen is continuing its aggressive march into China's new vehicle market, this week displaying a hybrid and three electric vehicles at its 2010 E-workshop in Shanghai.

The Volkswagen Lavida Blue-e-motion was developed entirely by Volkswagen Shanghai, specifically for the Chinese market.

The zero-emission small sedan is powered by a lithium-ion battery pack and has a range of 130km to 150km. Production is set to start within the next two months.



Also on display was the Up! Blue-e-motion and the Golf Blue-e-motion, with the latter expected to hit showrooms by 2013. The Touareg Hybrid was also shown to the Shanghai audience.

The news follows an announcement by the Chinese Government at the beginning of the month that it plans to introduce a subsidy program to encourage people to purchase electric, hybrid and low-emissions vehicles.

Subsidies of up to 60,000 yuan (\$10,000) would be available to owners of pure electric vehicles in five cities – Shanghai, Shenzhen, Hangzhou, Hefei and Changchun – under the pilot program.

And as reported previously, it is also believed that the next-generation of Volkswagen's Phaeton luxury sedan will be targeted specifically at China (and perhaps the US), after failing to find its feet in most other markets around the world, especially in crowded Europe.

Insiders revealed the next generation Phaeton will have a far less conservative appearance and is likely to increase further in size.

BlueSport is Go.

Sources in Germany have indicated that a production version of the beautiful Volkswagen 'BlueSport' roadster, first seen in 2009, has been given the green light.

That's great news for punters and enthusiasts alike, who will be keen to get behind the wheel of what will surely become a well sought after car.



In 2009 at the Detroit Motor Show, the mid-engined rear-drive two-seater turbo-diesel sports car was a hit with the crowds, and it seems that the designers have stayed true to the concept with a showroom ready design almost ready before work on the prototypes commence.

The current shape Volkswagen face is carried from the Scirocco and Golf range, although Audi-style LED daytime running lights are a notable addition to the design.

We are also told that the far-out concept interior design will make way for the more traditional fit outs that currently adorn the production high performance Volkswagen cars such as the Golf R and Scirocco R.

Any excess fat has been jettisoned thanks to a super-light aluminium chassis and a canvas-folding roof, which is to be manually operated. The roadster should tip the scales at around 1200 kilograms, similar to Mazda's MX-5.



Engines include the 132 kW 2.0 litre diesel and the twin-charge 1.4 TFSI from the Polo GTI, as well as the 2.0 litre turbocharged petrol engine from the Golf GTI.

Diesel performance will mean close to 6.2 seconds for the 0-100 km/h sprint but efficiency will be right up there with 6.2-litres/100 km thanks to regenerative braking and the stop/start system.

Gearbox choice will be a six-speed manual or the optional Volkswagen DSG (Direct Shift Gearbox).

CO2 emissions should be below 120g/100kms and that could fall below 100g/km if Volkswagen follows rival cars from Honda and Toyota with a hybrid BlueSport version of its baby roadster.

Sources are indicating that a production VW BlueSport could be ready as early as 2013. No details on RHD production have been released as yet, so it is too early to say whether Australia is a possibility in 2014 or 2015.

A record 2010?

Volkswagen AG is on track to break global sales records in 2010, after selling more than 3.5 million vehicles in the first six months of the year.

Volkswagen AG CEO, Martin Winterkorn, said year-to-date sales of VW Group vehicles – which includes Audi, Bentley, Seat, Skoda and Volkswagen – were up by about 15 percent compared with 2009. VW brand sales have so far dominated, with more than two million sold around the world in the past six months.

VW's Australian sales could also be heading for an all-time record. 2009's sales were just over 30,000, not far short of the all-time record of 31,419 set way back in 1964 when VW's Melbourne factory was still in operation. VW's Australian sales were up by 23% for the first six months of 2010, suggesting a possible total of 35,000+ for 2010 if trends continue. If so, Volkswagen may also overtake Subaru and Honda in Australian sales this year.

Volkswagen opened the recent expansion of its Puebla plant in Mexico last month.

The restructured and expanded plant will be one of the largest VW factories in the Americas, and will have a capacity of more than 500,000 vehicles per year. It will continue to make Golfs and Jettas for the North and Central American markets, as well as for export. Puebla will also be the production hub for the all-new Mk2 VW New Beetle when assembly starts in 2011. VW has invested \$US1.2 billion in the Mexican factory so far.



Bugs and Buses by the Bay. Sunday 4 July.

Another excellent day organised by Ian and Rose. They are already famous for their Newcastle Pit Stop Cruise in May, which was a great success again this year (see June issue of Zeitschrift). After the dust had settled, Ian had the idea that VW enthusiasts should get together for a casual Veedub outing over the cooled months. He thought somewhere on the shores of Lake Macquarie would be nice, and came up with Croudace Bay, near Belmont.

The hardest thing was trying to find a name that suited the event. 'Bugs and Buses By The Bay' was chosen, as the 'B-B'B' sound was appealing and it covered the location and the two main classic VW types. Unfortunately you can't fit 'Golf' or 'Passat' into that for fans of newer VWs, although 'Bora' fits. There's also 'Brasilia' and 'BlueMotion', but Ian didn't expect any of them to come, let alone a 'Bentley' or a 'Bugatti' from the VW stable.

So an invite was sent out to all VW drivers for a get together at Croudace Bay on the shores of Lake Macquarie. And the call was answered - with drivers coming from as far south as Goulburn, quite a few from Sydney and the Central Coast, more from around Newcastle and some from the Hunter Valley and Port Stephens.

Being a winter Sunday it wasn't an early start, and the VWs began turning up at around 10:30am.

The clouds hovered around but the rain stayed away and it made for a very pleasant day for a picnic in the park



with the kids playing with their VW friends. The BBQ was very nice as well.

An excellent turn out of 40 Volkswagens - one Karmann Ghia, one Type 3 Wagon, and plenty of Beetles and Buggies. Kombis were really well represented. There were three Split-screen Kombis, lots of T2 Kombis, a couple of T3s, one T4 and a brief visit by a T5 Kombi Beach. We got the whole set!



Not too shabby for our first meet at this spot, and with a bit of prompting, Ian might even make it an annual event for the VW calendar as July is pretty quiet otherwise. There is plenty of room for lots more VWs next time (especially new VWs like Golfs), and it's a good warm up before the trip to Valla.

Melissa





VW dinner/film night. Friday 16 July.

July is usually the quietest of the chilly winter months for club events, so we decided to organize a nice social night out for dinner and a movie. Raymond was able to secure a fantastic room and dinner arrangement at the Hubertus German Social Club at Luddenham, but a Friday was the only available night at this venue. We weren't sure how many people would drive that far out on a cold Friday night. We needn't have worried.

Raymond secured the 'Lake View' room for our exclusive use, and dinner tables and arrangements were set up here – we would even be served dinner in our room. We also set up our club's new gigantic 3-metre movie screen, with the latest pearlite technology, as well as the LCD projector, laptop and PA system. The chairs were laid out in theatre-style aisles, with the dinner tables at the rear.



Dinner was scheduled for 6:00pm, and a good turnout of club members and their families arrived – we had dinner seating for 36, and almost all seats were filled. A great turnout! There was plenty of time for pre-dinner drinks, before our special waitresses took the orders from the standard Jagerstubb menu. The German-style food was fantastic, and the portions were large enough to satisfy the biggest appetites.

It was great to catch up with a few members we hadn't seen for a while. Everyone enjoyed their dinners and some went further with some delicious desserts. It was great to see so many kids there, which made it a real family night out.



After dinner the kids, big and small, took their places in the cinema seats, the lights went out and we showed three genuine Disney Goofy cartoons. The first was Motor Mania (1950), where mild-mannered Goofy (Mr Walker) becomes the aggressive Mr Wheeler when he gets in his car. It was very funny and showed that road rage is not a recent thing! We also showed Two Week Vacation (1952), which featured Goofy going on a disastrous caravan trip, and Aquamania (1961), where Goofy discovers boating and accidentally gets into a water-ski race. It was great to see these again on the big screen, and listen to the kids' laughter seeing them for the first time.

The lights came up and we stopped for a short intermission (why don't movies have intermissions any more?) It was time for a coffee or another beer and a last chat before the main feature began.

We played the entire original 1960s Disney movie, The Love Bug, starring Dean Jones, Buddy Hackett and Michelle Lee. This is the original, and by far the best, of all the Herbie the Love Bug movies. It was the film that probably created more Volkswagen lovers than any other – me included. It looked sensational up on the new big screen, together with a proper sound system, and everyone thoroughly enjoyed it.

It seemed no time until the lights came up, and there was applause from the audience. The kids were tired and it was time to head home. Thank you to Raymond for organizing the room, and the catering, and thank you to everyone who made it such an enjoyable night.

We might do something similar in December – don't miss the next one!



VW Spectacular 2010. 31 July - 1 August.

The first weekend in August saw the bi-annual Volkswagen Spectacular at Valla Park, just north of Nambucca Heads. Donna Pell has been organizing this show since the very first one back in 1984.

Many VW enthusiasts thought that this year's show was the best so far; it certainly seemed to be the biggest, judging from the number of cars that filled the street in Nambucca Heads on Saturday.

The Saturday afternoon gave everyone a good chance to catch up, and the swap meet certainly seemed to benefit from the number of people; it was bigger than ever in most peoples' opinion. The Sunday show day was also very popular.

Here are some photos of the event.







ACT Gundaroo Run. Sunday 25 July.

Gundaroo in NSW is a small town not far from Canberra. Google tells me it has a population of 1440.



On Sunday 25 July the Canberra Chapter had a cruise there for lunch, adding quite a number to the population (albeit temporary). The event was originally planned for Collector (as per last magazine); however a closure of the local hotel brought on some last-minute changes to the destination.

With a flurry of Golfs, Bugs, Kombis and a Jetta, we hit the roads and had a hassle-free trip. The local pub welcomed us with open arms (and a warm fireplace), and we had an excellent meal, capped off with great conversation and a few drinks (for the non-drivers of course). After lunch we investigated a few stores in the town and enjoyed everyone's hospitality.

Thanks to everyone who came along and made it the great day it was. We had some new members there (sorry, I didn't write the

names down), good to see them with us. A big thanks to Mark for planning the event and doing the changes when the first destination fell through.

Great event, awesome food!

Bruce





**Canberra's VW Weekend
18 - 19 September 2010**

Largest local VW event for 2010

**Sat - Afternoon VW Cruise
and Family Sausage Sizzle**

Come and meet other VW owners

**Sun - German Autofest carshow
National Library Lawns**

(Entrance via Parkes Place, Parkes)

**Entry fee applies to all VW's entering the Park.
Trophies awarded - food and drink on sale -
kids VW carshow and activities**

**Further details closer
to event on
www.canberravw.com**

**Club VeeDub
Canberra Chapter**



www.canberravw.com



**Club VeeDub
Sydney Inc.**

The legend never dies

ULP91 to E10.

As of 1st July next year (2011), regular unleaded petrol (RON 91) is to be phased out, in favour of an ethanol blend – which means motorists, especially Volkswagen owners, will need to know which pump to pick up at their local service station.

Throughout NSW, straight unleaded petrol (ULP 91) will be replaced with E10, which is standard ULP with 10 percent ethanol added.

An estimated 163,000 vehicles in NSW built before 1986 are recommended to NOT use ethanol. Most of them would already be using premium (95) unleaded, perhaps with additional valve-protection additive. And now many thousands more post-1986 vehicles that are incompatible with ethanol will need to fill up with premium.

Blends and octane levels vary between companies, so those whose cars cannot accept ethanol or need a particular RON will need to take care when filling up.

Most machines with small engines, such as chainsaws, whipper snippers and many motorcycles, are also not compatible with ethanol and will need premium unleaded.

Motoring bodies such as the NRMA support the phasing out of 91 ULP, as a positive move towards reducing dependence on fossil fuels. “Premium is around 15% of the Australian petrol market at present, but can be expected to increase,” said NRMA vehicle expert Jack Haley. “As noted above, many owners of older vehicles should already be using premium (95 and above) anyway, as they were designed for the old 97-octane super grade, but for those who have to buy 95 now instead of 91, there will be a cost increase. At a usage of 1,000 litres a year (older vehicles generally do fewer kilometres), and a price difference of 10 cents, the total extra cost will be \$100 a year, or \$2 a week. Motorists with vehicles suitable for E10 will not experience any cost increase.”

Not at purchase anyway, but due to the lower energy content of E10 compared with ULP, you will use around 10% more of it to drive any given distance. Which means you’ll be filling up a little more often.



The Australian Design Rules (ADRs) are harmonised with international standards as specified in the UN ECE Regulations. The same requirements apply throughout the European Union. New vehicles certified to these standards will increasingly use advanced emission control technologies that strictly control the engine’s operating parameters, and have therefore more stringent fuel quality requirements.



While the Australian Government has limited the level of ethanol in petrol in Australia to a maximum of 10%, or E10, the maximum level of ethanol blended petrol in Europe is only E5.

Depending on what markets certain models are sold in, Australian-sold vehicles may be built to either a European specification (E5 compatible) or some other specification that is E10 compatible. This is the reason that recommendations regarding E10 suitability will differ from one manufacturer to another.

The use of E10 petrol in vehicles that are only E5 compatible may result in material compatibility problems in the fuel system.

Ethanol has a number of important chemical and physical properties that need to be considered in a vehicle’s design. Vehicles made before 1986 were predominantly equipped with carburettors and steel fuel tanks

The use of ethanol-blended petrol in engines impacts the air/fuel ratio because of the additional oxygen molecules within the ethanol’s chemical structure.

Vehicles with carburettor fuel systems may experience hot fuel handling concerns. This is because the vapour pressure of fuel with ethanol will be greater (if the base fuel is not chemically adjusted) and probability of vapour lock or hot restartability problems will be increased.

As a solvent, ethanol attacks both the metallic and rubber based fuels lines, and other fuel system components.

Ethanol also has an affinity to water that can result in corrosion of fuel tanks and fuel lines. Rust resulting from this

corrosion can ultimately block the fuel supply, rendering the engine inoperable, or even cause fuel leaks and the danger of engine fires. Water in the fuel system can result in the engine hesitating and running roughly, and accumulating sediment and gum in the carburettor.

In addition to the issues mentioned above for carburettor equipped engines, the use of ethanol blended petrol in non-compliant fuel injection systems will result in early deterioration of components such as injector seals, delivery pipes, and fuel pump and regulator.

Mechanical fuel injection systems and earlier electronic systems may not be able to fully compensate for the lean-out effect of ethanol blended petrol, resulting in hesitation or flat-spots during acceleration. Difficulty in starting and engine hesitation after cold start can also result.

Lean-out resulting from the oxygenating effect of ethanol in the fuel may affect exhaust emissions.

Of more concern is that fuel containing ethanol can increase permeation emissions from fuel system components, particularly those that have aged for nearly 20 years. Therefore the increased vapour pressure of fuel with ethanol (if the base fuel is not chemically adjusted at the refining stage) will lead to increased evaporative emissions.



So what does the ULP to E10 switch mean for Volkswagen owners?

*** All fuel-injected Volkswagens made after 1986 are able to use E10.**

*** All other Volkswagens, including ALL models made before 1986, and carburettor models made after 1986, should NOT use E10. They must be filled up with Premium 95 ULP.**

For more information on other makes and their suitability with E10, see the Federal Chamber of Automotive Industries website, www.fcai.com.au.

Here is a list of fuel stations and the current petrol products they sell. The RON octane rating is in the left column.

Mobil

- 91 Unleaded 91 (ULP)
- 95 Premium Unleaded 95
- 98 Ultra Premium Unleaded 98

93-94 Unleaded E10 (ULP + 10% ethanol)

BP

- 91 Unleaded 91
- 95 Unleaded 95
- 98 BP Ultimate
- 93-94 E10 Unleaded (ULP + 10% ethanol)

Shell

- 91 Unleaded
- 95 Premium 95
- 98 V-Power
- 93-94 Unleaded E10 (ULP + 10% ethanol)

Caltex

- 91 Unleaded
- 95 Vortex 95
- 98 Vortex 98
- 93-94 E10 Unleaded (ULP + 10% ethanol)
- New Generation Diesel (Diesel + 2% biodiesel)
- Bio B5 (Diesel + 5% biodiesel)
- Bio B20 (Diesel + 20% biodiesel)

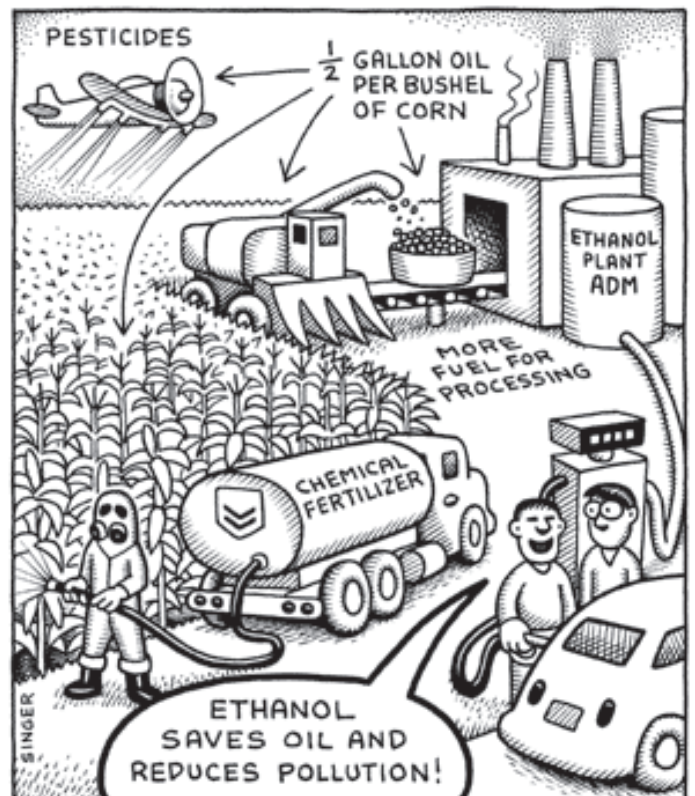
United

- 95 Plus ULP (ULP + 10% ethanol)
- 98 Boost 98 (Premium + 10% ethanol)
- 98 Premium 98
- 100 Premium 100 (98 + 10% ethanol)
- N/A E85 (ULP + 85% ethanol)

Liberty

- 91 Unleaded
- 94 E10 Unleaded (ULP + 10% ethanol)
- 95 Premium 95

NO EXIT © Andy Singer



Brazilian Kombi with Danbury camper conversion.

VW's famous Kombi lives on in Brazil, and now it still lives on in the UK too. Danbury Camper Conversions of Yate in Bristol, still converts them into little holiday homes from home - with some pleasingly modern touches.

Cup of tea? I pulled to the side of the road and walked in the back. A match to the stove and the pot was soon brewing. Biscuits? In the cupboard above the cooker. Milk? Try the fridge.



There's nothing like a Volkswagen Type 2 Kombi. It's a home-from-home that retains its cool, even after 60 years. This is life on the road, an old-school T2 Kombi with a wide curvy windscreen and what looks like a spare tyre on the front.

Who hasn't thought about escaping from it all in one of these? But then you remember the rust, the clattering air-cooled engines, 100 km/h top speed and 15 L/100 km thirst.



The one I'm driving, though, is a brand new, Brazilian-built Kombi, in right-hand drive, with a modern, water-cooled, 60 kW VW Polo engine capable of running on petrol or E85 ethanol. Even with the old four-speed gearbox it delivers between 7 and 8 L/100 km (on petrol) and a genuine 130 km/h.

Bristol-based Danbury is the sole agent for these vehicles, which it imports as plain white vans and in which it invests up to 300 hours of changes, conversion and love to recreate pure nostalgia. Yes it's been converted to right-hand drive for British roads - but unfortunately the sliding side door stays on the (wrong) right-hand side.

There are three basic trims - Diamond, Amigo and Rio - but you can specify just about anything: a king-size bed and five seats, a queen-sized bed and seven seats, a loo, extra beds, cookers, fridges, grilles, television sets, heaters, curtains and zany upholstery.

They're all available - Pete Townshend of The Who specified pink leather and cream silk. I'd order the fabulously retro roof rack (£599), and the fake spare wheel cover (£399).

This is a well-finished conversion and Danbury's 40 staff add genuine craft. The interior panels are marine plywood for light weight and longevity, and they fit firmly in place.

Lamps, fixtures and fittings are of good quality. You can specify a proper rack-and-pinion steering system for £1,199 or even power assistance (£3,500) and both are useful improvements.

Turn the key and the little engine's modern purr is a far cry from the noisy original. The paddle-like gear lever is vague with long throws, but once on the move it's reasonably easy to master. The engine is all torque rather than high-rev power, so it's best to change up early.

Outright performance is best measured on a calendar, but if you look ahead and use the driveline as it was designed, you can make good progress. You feel as though you need to turn

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into corners before you've got to them, although the views out are brilliant.

The T2 romps rather than rides, but it is comfortable, predictable at normal speeds and after half an hour behind the wheel you're an expert.



The brakes (front discs, rear drums) need a firm shove, but they work, although if fully laden with camping gear, food and beer you'll need to allow a little more time and distance.

None of these campers are cheap - there's too much manual work in their construction. Compared with VW's modern £40,000 California, though, the Danbury oozes credibility and economy.

It is also the real thing.

Price: From £23,000 in LHD Amigo trim to £35,500 in RHD SE trim. On sale now, six-month waiting list. Contact www.danburymotorcaravans.com or call 01454 310000

Tested: 1,390cc four-cylinder engine. Four-speed manual gearbox, rear-wheel drive.
Power/torque: 60 kW/124 Nm
Top speed: 130 km/h
Acceleration: 0-100 km/h in 23sec



Fuel economy: 7.0-8.0 L/100 km (touring)

CO2 emissions: 141 g/km

VED band F (£125 a year)

On the stereo: Summer Holiday by Cliff Richard

Verdict: Not a dynamic rival to a modern motor caravan, but full of charm and practical. Small wonder that they are so popular

The rivals:

Volkswagen California T5 SE 2.0 BiTDI

Price from £39,995

VW's modern take on its classic is clever and well suited to today's demands. Fitted out like an aircraft, with its powered rising roof, but the sliding door is on the wrong side in this VW Germany-built unit. UK builder Danbury does conversions on RHD UK-spec vans.

Volkswagen Type 2 T1 Split window 1954-1967

Price from £20,000

The original Type 2 and undeniably good looking, but sky's-the-limit pricing and questionable personalised restorations put many off. Cooling, brakes, engine, gearbox, suspension and electrics also require upgrading.





Wayne Moore: My story.

I have an extraordinary passion for the petrol-head paradise that is the legendary Nordschleife (North Circuit) at Nürburgring. I have had the privilege to now drive over 700 laps (17,000km) with an annual visit to the 24 Hour Race each year since 1994.

I've lived in Australia for the past 14 years and driven both Bathurst 24 Hour events, although I'm currently based in Tauranga, New Zealand.

My Nürburgring experience commenced after meeting and rally co-driving with a young German I met down-under. When Florian Schmidt returned home he commenced rallying in Europe, including the tarmac Isle of Man Rally. Being a bit wary of his tarmac skills he 'found' the Nürburgring 24 Hour Race (then in its 22nd year) and entered a Suzuki Swift for tarmac practice. Then came the letter that has probably changed my life; "Would you like to drive with me?"

"Would I what!"



I'd never been to Europe and never thought of going and now it's an annual pilgrimage to satisfy an addiction to the Nordschleife. And I don't think 'addiction' is too strong a word. This place is infectious!

It doesn't seem to matter how many times I visit the Eifel Mountains the magic and aura just compounds. I've had the privilege over the last few years to train first-time Aussie and Kiwi drivers, and their awe after lap one or even first glimpses of the circuit through the trees is palpable. Just the sheer enormity of Nürburgring never fails to impress. This is "Wow!" with a big W.

PlayStation and Gran Turismo can help you learn the sequence of turns but are no substitute for feeling the undulations and camber of this extraordinary piece of tarmac. I guess a parallel is having no real concept of how steep Mountain Straight is, or how spectacular the drop from Skyline until you walk or drive Bathurst.

Florian located two German brothers, Eberhard and Norbert Rattunde, to join our driving team. They were from Volkswagen in Wolfsburg and brought a crew with them who ensured that the little car (albeit a Suzuki!) kept going until the finish. It's OK – Volkswagen has since bought nearly 25% of Suzuki so we were still in a 'VW Group' vehicle of sorts. One year down... and the addiction had begun.

Since then Eberhard has led the development of Oettinger Sport RSR (not to be confused with RSR from Nurburg who feature on these pages) who are now a Volkswagen works-supported race team and I've joined them every year.



The team are like many in Germany and are Nürburgring 'specialists'. RSR irregularly contest the VLN series of 4 Hour Races held on the Nordschleife. We've ventured to Dubai twice for 24 Hour Races and also hold the 4, 6, 8, 12 and 24 Hour endurance records in New Zealand for diesels, with an RSR car that now lives here.

Of course, we always race Volkswagen products now, and that's included a petrol 1.4-litre Polo, a 1.8-litre Golf II and a 2.0-litre Golf III touring car; and more recently a series of 1.9-litre diesels - Bora, Golf IV and Golf V with the growing global focus on alternate fuel technologies. BMW are our major alternate fuel competitors and often front with some pretty rapid prototype machinery that is becoming more reliable! It is worth noting, BMW won the race outright with





a diesel 320d in 1998. And Audi have since won the Le Mans race a number of times with their R10 and R15 diesels. Modern diesel race cars have so much torque, and they are extraordinarily quick.

Since 2008 we've been back to the drawing board, and this year's Oettinger car includes a new Golf VI engine and mapping technology and a new aero pack which should help close the gap. Horsepower is generally unspoken, torque is unbelievable, and the cars will chirp their tyres changing from fifth to sixth and are usually geared to run 245 km/h on Dottinger Höhe and at Schwedenkreuz and not much less down Fuchsröhre.

For the first 12 years we could almost do no wrong. There were so many magnificent German trophies on the shelf when we moved houses once that the shelf fell off the wall. And then a couple of years ago we experienced the other side of the motor racing coin when I didn't get to drive a single race car lap despite flying 24 hours each way to do so.

We had technical problems during both qualifying sessions which chewed up the entire 6 hours, so we needed a dispensation to race without practice. No issue there, until the car was destroyed in a collision with a passing Maserati during the fourth hour of the race. It felt quite strange, and sad, drinking beer throughout the Sunday of a 24 Hour Race I should have been driving.

Last year a record crowd of 220,000 fans camped in the forest and filled the pensions throughout the Eifel to overflowing for the four day motorsport festival, which starts on Thursday and culminates with the running of the 24 Hour Race. 250 teams from around 30 countries enter the event and support classes include another 400-500 cars. Teams comprise multi-million euro factory operations right through to groups of mates running a club car. A growing number of Aussie and Kiwi drivers are competing, which makes a welcome change from when English was hardly a spoken language in pit lane.

We also run against the Volkswagen Motorsport factory team, who in recent years have been running a number of Sciroccos powered by bio-fuels or CNG. As

usual, the old saying applies – racing improves the breed. The overall winners of the 24-hour race are usually the very quick Porsche 911 GT3 sports cars, which with a flat six have a bit more speed than our Volkswagens.

This is an amazing spectacle and an awesome event to align with a Euro holiday. Endurance race pits are open to spectators (with the right ticket) and there's a great camaraderie. Dates for 2009 are 21-24 May, and I expect the Nordschleife to be open for tourist laps until Mon 18 May (although it gets pretty crazy over that weekend) and then again from Tue 26 May.

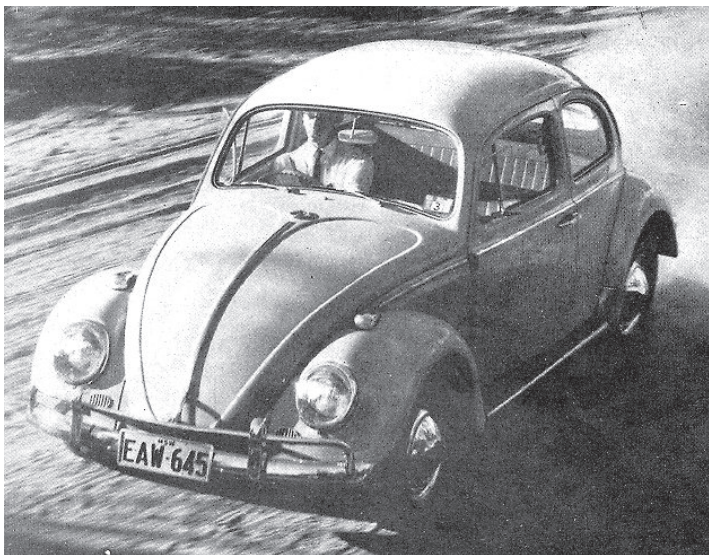


I'm looking particularly forward to my next Nürburgring visit, as a massive •215m development project should be complete. It comprises new grandstands, Welcome Centre, Indoor Attraction Centre (read Museum, Theme Halls, Go-karts), cafes, restaurants, a second hotel, an Eifel Village and fan shops. It is scheduled to open for the event. The old (well, only 7 years or so) Erlebnisswelt theme hall and museum was good for a full day, so allow at least that to explore this new complex, then come and say "Hi!"

You can read more about the N at <http://adac.24h-rennen.de/>

Speed Safely!
Wayne Moore





New 1966 VW 1300. Made in Australia.

New Horizons magazine, 1966

Every 12 months or so when Volkswagen Australasia Limited announced an improvement for their Beetle, the majority of VW owners probably asked each other: How can they keep improving the Beetle year after year without greatly changing its looks?

This is especially difficult in Australia, where our Beetles have a high local content. It is proving difficult to keep up with all the changes and updates made to the European VWs, with their much bigger factory and much higher turnover. But the Australian VW is not disgraced.

The 1962½ Australian model was a major step forward, with a number of European 'catch-up' improvements such as seat-belt anchor points, rear heater outlets, an increased range of front seat adjustments, spring-loaded front bonnet, door check rods and sealed tie rod ends. But after that the changes were minimal. In 1963 the Wolfsburg Crest was deleted from the front bonnet. In 1964 the rear number plate light was widened, as were the front blinkers. In 1965 the front seats had rounded-top front seats, and the rear seat back was modified so it could be folded flat.

All good internal changes, but not much change on the outside.

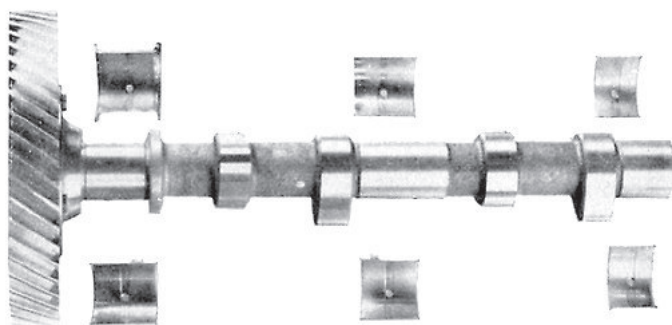
Well, VWA has done it again in 1966. The 1966 Australian Deluxe Beetle looks exactly the same as the 1965 model from the inside, front, top, side, and underneath. It is only when you compare the rear views of the two cars that the first difference is noticeable – the 1966 model sports a chrome badge proclaiming '1300' across the engine lid.

While the 1200 and 1300 Beetles may have looked the same, a short demonstration drive is all that is needed to show the difference between the two models. And what a difference!

The improvement is all the more amazing considering that the increase in power—another eight and a half brake horsepower—stemmed from a mere 93 c.c. increase in engine capacity.

Volkswagen Australasia, in bringing the car's engine capacity up to 1285cc, stated that this alteration complied with customers' wishes for increased output. This may be true, but it is also in line with the changes made to European Beetles. Engines don't yet have the same level of local content as the locally-made bodies, so the latest German parts can be fitted. The basic, well-proven characteristics of the old motor are retained, so owners of the 1300 model can expect the same long service life, economy and reliability as earlier 1200 owners.

The stroke in the 1300 is increased by 5 mm, to 69 mm, with a corresponding compression ratio rise from 7.0:1 to 7.3:1. Larger-diameter intake valves and a bigger intake manifold help the new motor breathe more easily. Camshaft life is increased considerably by utilising steel-backed bearing shells, which are replaceable in service. The earlier 1200 camshaft rode directly in the crankcase halves.

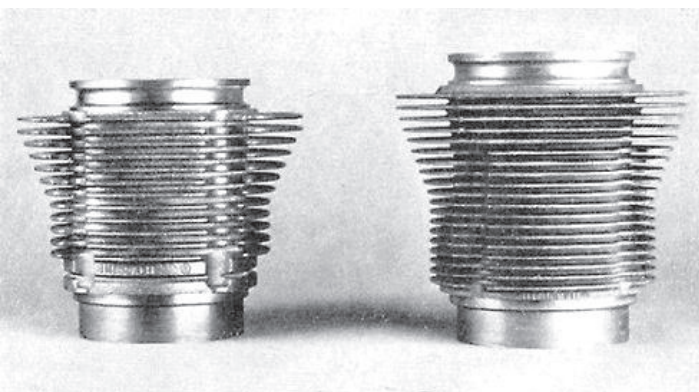


1300 CAMSHAFT

Increased cooling of the cylinders is obtained with the addition of seven more cooling fins over the previous motor's 12. To further the life of the motor, the larger 1600 crankshaft from the Bus and Type 3 is used in the strengthened crankcase, plus the 1600 oil pump with larger capacity.

A new fuel pump with continued check valve is fitted, and the new larger 30-PICT Solex carburettor incorporates jets adapted to handle the increased engine output.

But the engine is not the only part of the VW to be improved. The transmission has come under attention, and some further modifications have been incorporated. In particular, shifting of first and second gear is now made easier by larger synchronised stop rings.



1200

CYLINDER

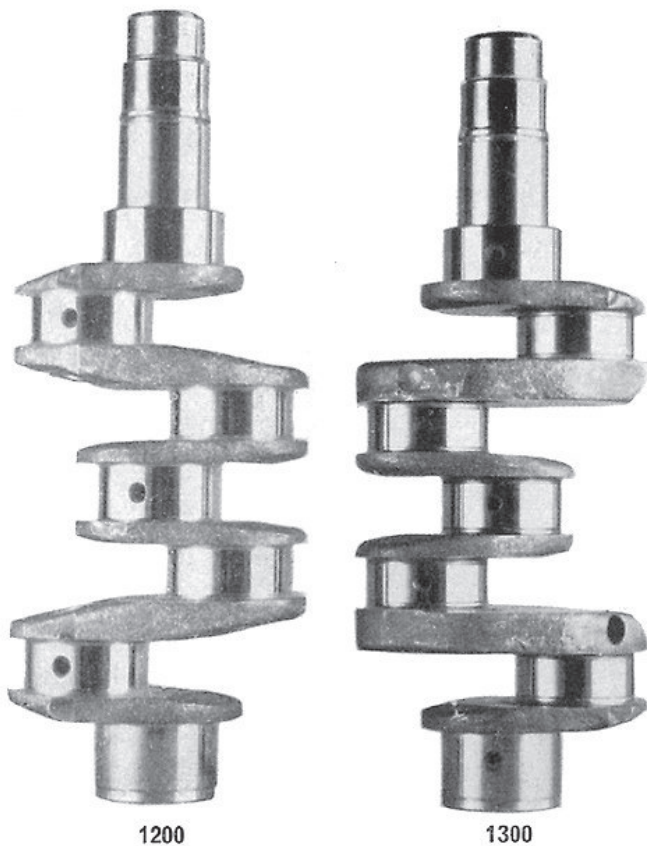
1300

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So much for the internal improvements - now to see whether they work.

During a 400-mile test drive in a 1300, loaned to us from VWA, we put the car through a searching test — gravel roads, stop-starting driving through Melbourne's traffic jams, fast country driving, plus a quick thrash at an interstate VW club motorkhana thrown in for good luck.

The extra power from the 1300 motor accentuates the Beetle's inherent oversteer characteristic when driven reasonably fast over loose gravel surfaces. In other words, a heavy foot will cause the car's rear end to slide around on gravel corners. Fortunately, the quick, direct steering of all previous VWs has been retained, and positive correction is possible making this type of driving rather fun to the more experienced driver. The same fully independent suspension has also been retained and this keeps the wheels 'down to earth' on rough sections.



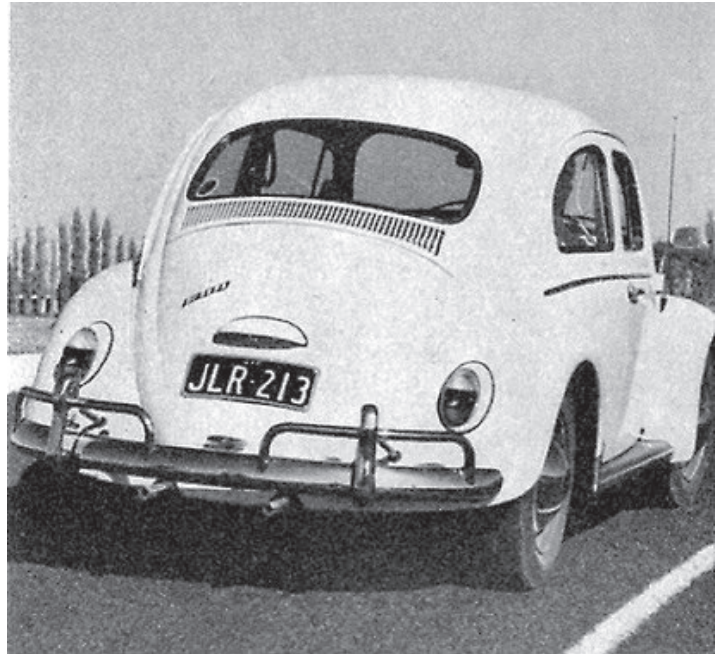
City driving, the bane of the modern driver, is made less tiring with increased flexibility in all gears. We found that second and third gears could be used at generally slower speeds than in the 1200, and even top gear could be used smoothly below 30 miles an hour. This is indeed good news for the driver who wearies of constant gear-changing while motoring to and from work. The Beetle, always a nippy car in heavy traffic, is now even better equipped to quickly snatch that vacant space in the line of traffic ahead.

However, we felt that it was on the longer country trips that the new Beetle really shone. Hills passed under the VW with hardly any trouble or slackening of speed and only the steeper slopes called for a gear change. Passing semi-trailers no longer seemed so hard on judging whether there was

sufficient space ahead — one trouble we found with earlier Beetles.

Cruising speed and maximum speed on the test car was 85 miles an hour although the manufacturer conservatively rates the vehicle at 75 m.p.h.

There isn't much else we can say about the 1300 Beetle — it's fast, it costs the same (\$1838) as the model it replaces, and will doubtless sell as well if not better than the 1200. We like it a lot.



Note — 7,738 VW 1300s were sold in Australia in 1966, compared with just 3,869 VW 1200s (comprised of the 1200 Standard, and the just-superseded 1200 Deluxe). That made 11,607 Beetles altogether in 1966. This was, however down considerably on the 18,077 VW 1200s sold in 1965. VW would go on to sell 10,550 VW 1300s in 1967, and a further 4,097 in 1968 before being replaced by the new CKD-assembled Euro 12-volt VW 1500 Beetle that same year.

In hindsight, the VW 1300 motor is considered to be probably the 'best' of the VW air-cooled motors — it was stronger and more reliable than the previous 1200, which had given problems with the rocker shaft studs in the heads. It also gave better performance per size than the later 1600 twin-port engines, which only had 10 more hp for 300 more cc and more weight, and it ran hotter which reduced reliability. The 1500 was almost as good, being a 'big bore' version of the 1300 with slightly bigger valves, but its head sealing was inferior. The 1300 really was VW's 'sweet spot'.

The 1300 engine would live on in 12-volt form in the basic Beetle from 1970, even gaining twin-port heads and 2 more hp from 1971. The last VW 1300 was sold in Australia in late 1975, and that made a grand total of 27,361 VW 1300s sold in Australia since 1966.

The VW 1300's place on the Clayton assembly line was taken over by the Golf, which went on sale in Australia in March 1976.

Driving the Passat R36.

The Volkswagen Passat R36 has been around for a while now. After a recent drive, though, I learned the R36 still remains a worthwhile option for those who crave performance from their family car.

Its mid-60s asking price makes it something of a performance bargain in the Volkswagen range. Although, compared to some rivals, the R36 does ask a premium.

Given its R badge, VW reckon this car has some go. And they're right, too. The R36 is the fastest car Volkswagen currently sells in Australia; in fact it is the fastest Volkswagen ever sold in Australia over 56 years. It is electronically limited to 250 km/h; not that it matters in our country. But you'll need just 5.6 seconds to propel the sedan to 100km/h, with the wagon only 0.2 seconds slower. That's quicker than the Golf R32, and the '90s Passat W8; and certainly faster than any four-cylinder VW including the latest GTI. At well over 1700kg this is no mean feat, but possible thanks to a 4Motion all-wheel drive system and a sublime six-speed DSG transmission, which is mated to one of the most charming engines on the market.



The R36 is powered by a narrow angle 3.6 litre V6 offering 220 kW. That's around 300 horsepower in the old money. It's an engine that can trace its roots back the Golf VR6 from the 1990s. And the R36 represents the last chance you have to enjoy its delights before Euro V emissions consign it to the history books next year. This is a fate that has already claimed the V6 Golf R32 – the new Golf R is a turbo four.

The 3.6-litre V6 is smooth and refined, if lacking the crackly sparkle of the Golf R32. Really thrash the R36 and it can feel a little underpowered, the engine labouring at high revs, but it actually feels decently fast and eager if you rein yourself in. Accelerate hard in sixth from 2000rpm and the R36 gathers momentum rapidly and effortlessly. It's a car that likes to surf the torque, then, not one that's particularly rewarding when you chase big rpms.

In truth, the R36's biggest weakness is its thirst for fuel. Never mind the sticker on the windscreen that says it will use an average of 10.7 L/100 km; in city traffic you'll (un)comfortably exceed that. But what price character? No other engine sounds like the R36, and there aren't too many that sound as good, either.

Despite its weight the R36 handles very well. It's smaller and lighter Golf GTI sibling feels more



manoeuvrable and lively, sure, but for a family car based on modest roots the Passat R36 is very capable indeed.

The ride is pretty knobby and the shocks are firm, something that's noticeable even on the motorway. A little more compliance wouldn't go amiss here. The steering is light and gains an artificial weight on turn-in – it's well judged if not an exemplar of feel. Really push on to bring the four-wheel drive system into play and the R36 determinedly understeers. But flow down tight, twisty roads and it's clear that 4Motion does add to the involvement, cleanly powering you out of hairpins where its front-drive siblings would scabble. It's easy to drive this car quickly, just don't expect any Audi RS4-style tail-happiness.

The brakes aren't perfect. They're a bit too grabby at car park speeds, and the pedal doesn't take long to go mushy if you drive hard. We're not talking track speeds here, just an enthusiastic B-road blast.

Steering feel through the thick sports steering wheel is quite good. The powerful brakes are more than up to the task demanded by road duties. Maybe the firm suspension could be more softly damped. But as a compromise between comfort and performance the ride finds a happy medium.

You can't have a manual transmission; the R36 is only available with the dual-clutch DSG transmission, which is wonderfully suited to this car. It affords cruisy automatic convenience when you need it. And when you don't, you can easily take control by using the steering wheel mounted paddles. Once in manual mode, the R36 is possibly the best exponent of Volkswagen's double-clutch gearbox technology. It is able to hold gears near redline better than the DSG-equipped Golfs I've driven.

There are three driving modes to choose from: drive, sport and manual. Drive is pretty self-explanatory. Sport



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raises the threshold at which up-shifts are made, but will always revert back to auto operation soon after you've made a paddle-shift input. This leads to a slightly frustrating scenario where you can call for fourth, only for the gearbox to override you a few seconds later and select third. Of course, this wouldn't happen in drive, but I do prefer Mitsubishi's twin-clutch system that gives you full manual control once you pull back on a paddle.

The manual mode also thinks it knows best. It will kick down (though you have to push through a very obvious step at the end of the throttle travel) and will change up at the redline. It's a logical enough system, but why can't manual actually be manual? Final gripe: the paddles are tiny and are fixed to the steering wheel so it's easy to miss them when you're calling for gears through the twisties.

Appearance-wise, it's classy and somewhat restrained; it's not a toy boy racer. The distinguishing marks comprise 18-inch wheels; a new bumper and integrated chrome grille that stresses the family link to the Golf R32 and Touareg R50; twin exhausts; and bi-xenon headlights. You might also spot that the R36 is lowered by 20mm and has – wait for it – blue brake callipers. The Passat is a handsome car already, but these tweaks are very effective.

The R36 interior is up to usual Volkswagen standards, which means it is class-leadingly superb. Metallic materials have been used tastefully to liven things up. The Alcantara seats hold you in place perfectly when you need them to. And with 12-way electronic adjustment as standard they are comfortable as well. There is ample leg room in the back and the enormous cargo space, in both sedan and wagon form, ensures the R36 really is an accomplished family tourer.



For me, the character and raspy note of its engine would forgive the R36's thirst; after all if you wanted an economical Passat you would choose one of the TDI models instead. As an option to safely and ably carry one's family around, this car is well worth considering. If you are looking for a car than can do that, as well as provide back road thrills, then make sure the R36 is on your shortlist.

Engine: 3597cc V6 24v petrol, 220 kW / 350 Nm

Transmission: Six-speed dual-clutch automatic gearbox, four-wheel drive

Performance: 5.6sec 0-100 km/h, 250 km/h top speed

Environment: 10.5 L/100 km, 249 g/km CO2

Price: From \$65,990 (Sedan), \$67,990 (Wagon)

Thank you to Lennox Volkswagen for their assistance.



Volkswagen Passat R36. 220kW of power.



Push-rod tubes and cooling.

It's hard to get excited about push-rod tubes, those eight accordion-pleated pipes lurking under the cylinders. They form an oil-tight (we hope!) conduit between the valve gallery and the crankcase, allowing multiple return paths for the oil pumped out to the rockers through the push-rods.



At overhaul time it's best to use new push-rod tubes since the bellows portion on either makes them especially difficult to clean. Not the outside; they clean up a treat after an overnight soak in carb cleaner. It's those deep folds on the inside that can't be cleaned. And who knows what kind of crap may be lurking in them? Best to start with new ones; they cost about a buck each, cheap insurance.

But whatever you do, don't even think of using two-piece push-rod tubes. They will make your engine run hot.

Eh? The push-rod tubes create heat?

No, they don't create it, but the stock tubes are wizards at getting rid of it! Given a thin coat of flat black paint to preserve them and lower their thermal resistance, your eight push-rod tubes serve as eight auxiliary oil coolers. Thanks to the surface-area of the bellows sections and the fact the push-rod tubes are constantly bathed in a film of hot oil from the heads, they do a dandy job of coupling heat to the air that flows over them. And that function works in both directions, too.

Heat always flows 'downhill.' If you put a hot thing next to a cold thing, the cold thing absorbs the heat while the hot thing loses it until they achieve equilibrium. Even if the difference is only a degree or two, the heat flows toward the cooler part.

Since the push-rod tubes are bathed in the flow of air that has just passed over the cylinders, the air is hot. But not as hot as the oil coming from the valve gallery. The cylinder head is the second-hottest part of your engine (the exhaust valves and stacks are first) and the oil in the valve galleries is typically sixty degrees or more above the oil temperature in the sump (Celsius scale used here.) But that short trip down the push-rod tubes is sufficient to suck a lot of the heat away, thanks to the slightly cooler air coming off the cylinders and the generous surface area of the push-rod tubes.

And that function works in both directions, too. (I wonder why I keep saying that...)

When you start your engine the push-rod tubes serve to absorb heat. The air coming from around the cylinders is hotter than the tubes — and hotter than the oil in them. The design and location of the push-rod tubes helps the engine warm up quickly and reach a dimensionally stable temperature which greatly reduces the wear factor on pistons and rings. Hmm, Volkswagen knew what they were doing.

If you replace your stock push-rod tubes with those trick two-part anodized aluminium jobbies so beloved of show-car freaks, you've just



thrown away one of the more subtle gems of the VW engine design. And provided ample evidence your engine is for Show rather than Go. And chromed push-rod tubes are even worse than the aluminium jobbies.

Adjustable push-rod tubes have their place; everyone should carry one in their kit of spares, just as we carry a spare fan belt, throttle wire and so forth. If a rock gets around your skid plate and dings a tube, you're out of the race. But with a two-piece push-rod tube in your kit you need only pop the cover, pull the rocker shaft, slide out the push-rod (praying it isn't bent too badly) yank off the damaged tube, replace it with the adjustable tube and you're back in action. Very handy thing to have - when you need one.

But seeing chrome push-rod tubes, or those colourful aluminium jobbies, on an engine does serve a useful purpose: It tells you to stay the hell away from whoever built the engine for they know not whereof they speak.

Bob Hoover

Wiggle-wiggle.

Fella comes by the shop, got his cylinder heads in his hands. "Any good?" he asks.

I've known him twenty, thirty years. He's putting together a VW-powered trike with his grandson. Kid don't know squat about engines but his welding is to die for. Break a razor blade, he can weld it back up, good as new. Mebbe better. But as an engine builder he'd make a good welder, I guess.

So his grand-dad, the fella I know, has been bringing parts by. "Any good?" I take a look, tell him yes or no. When I say no, he scrounges up another part, brings it by. Process of elimination. He's rounded up just about all the parts he needs to build a good engine, picking up pieces here & there. So far, he's only out of pocket about fifty bucks for bearings and a gasket set.

I put the heads on the bench, turn on the big light, check them for cracks. Single-port 1500 heads, probably the most common - and the best - single-ports VW made. Takes bigger valves than the single-ports used on the 1300cc engine.

Studs are okay. One head has been out in the weather, steel parts are kinda rusty. Chase a couple of studs - the rust is just surface stuff, should clean up okay. Seats are okay. They need to be stoned but there's plenty of metal, no signs of loosening. Need to be heated up to check them right, though.

Dig around, find the bristle brush most folks think is for cleaning the pump in a percolator-type coffee pot. Nah! It's a Valve Guide Brush. Give the guides a shot of WD-40, scrub them good. Nylon brush doesn't hurt bronze. Put a piece of white paper on the bench, peer down each guide looking for scratches. Okay.

Dig around in the drawer, find a new valve, mike it just to be sure. New. Poke it down the valve guides, one by one. Wiggle-wiggle. Wiggle-wiggle some more.

One head, all four guides are shot. On the other, the exhausts are bad but the intakes are okay.

“How do you do that?” he asks.

I show him. Wiggle-wiggle.

“What’d you do?”

I show him again. Little wiggle on the good intakes, lotta wiggle on the bad exhausts. He kinda looks at me.

“That’s all it takes?” he asks.

“That and forty years,” I grin, showing off.

I dig out a new valve guide, give it to him, hand him the new valve. “Poke it in there,” I tell him. He pokes it.

“Now wiggle it.” He wiggles it, shrugs, does it again.

Wiggle-wiggle.

“Now try that one,” I point to one of the bad exhaust guides. He slides the valve in, wiggles it. His eyes open up a little, go kinda round.

“Big difference,” he sez.

“Yeah, on that one. Try this one,” pointing him toward the good intake guide.

“This one’s... okay?”

“It’s bit loose toward the chamber but you can use it.”

He plays with the heads, going wiggle-wiggle.

“Not that way,” I warn him when he tries wiggling the valve side-ways. “Rocker pushes the valve just one way. Use a bore-gauge, it’ll say the guide is okay in the middle or side to side. But it’s all ovaled out on the ends, doesn’t hold the valve straight, can’t soak up the heat the way it should. Shoulda been using swivel-feet.”

“Why’s that?”

“They spread the load on the end of the valve stem, reduce the side-loading. Guides don’t wear out nearly so fast if you’re running swivel feet.” He asks how much they cost, where to get them. I’ve a hunch the boy’s engine will have a set when it comes alive.

He wiggles some more. Up & down then side to side. Wiggle-wiggle. “I think... Yeah! I can feel the difference.”

Anybody can if they wiggle enough. But it’s new to him, potentially useful. I can see him storing it away in his mind like a newspaper headline ‘Old Dog Learns New Trick!’ “So... can I replace the guides?”

“If you got the tools.” I show him a core drill and the drift and the driver and the wooden jigs for holding the heads

and top it off by unlocking my machinist’s tool box and showing him the reamer, all shiny and new-looking in its soft plastic tube. The reamer is more than twenty years old, still cuts true. He looks at all the stuff and his eyes go kinda flat. Too much information for him to handle all at once. So I do it a step at a time, remembering to include the welder’s gloves for handling the heads when they come out of the oven and the three different stones for dressing the seats and the tool that holds the stones and how long you gotta heat the heads and stuff like that. He nods as I explain why it’s bad to just blast the guides outta there cold and why the seats should have three angles and the importance of getting the stems the same length and about a thousand other things.

When I finish he heaves a big sigh, asks where he can get it done. I give him the name of a shop, “But you probably can’t afford it.” They do racing heads. The other automotive machine shops just do repair work, good enough for most folks but not the sort of thing a grandfather wants for his grandson’s trike.

“I don’t suppose you’d be interested...”

Father’s Day is tomorrow. We got folks coming and I’m in pie-making mode. But he’s probably got folks coming himself. And just as many chores as me. Friends are a lifetime sorta thing and VW heads aren’t. But both need a bit of help now and then. So we settle on a price - he’s got a chain-saw and I’ve got a wood-burning stove — we shake on it and I see him off down the drive.

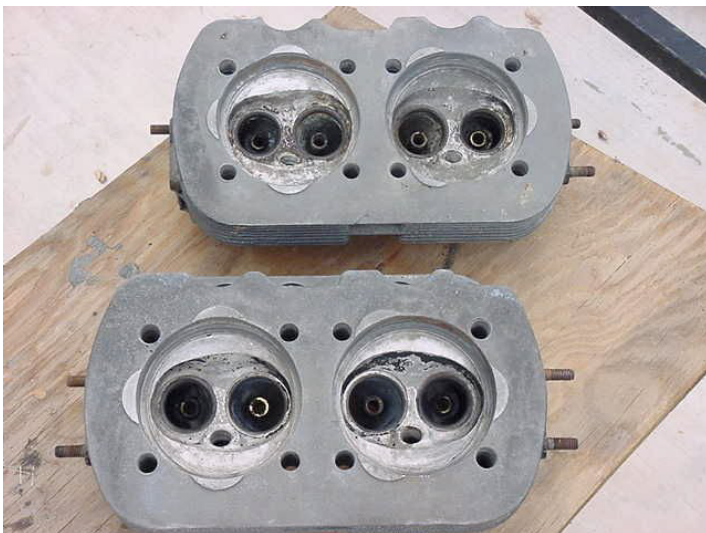
The Wiggle Test applies to all engines with poppet-type valves. The factory service manual for your particular engine usually provides a detailed procedure that allows you to determine the radial clearance of your valve guides by measuring the ‘wiggle’ with a dial indicator.

The exhaust valves are the VW’s weak link. Most flying VWs will fail the wiggle test somewhere around 200 hours (about the same as the Continental A40). But some drop out of spec in as little as ten hours (!) while others soldier on for 400 hours or more. Why? Mostly because of cooling, or rather the lack of it in the case of short-lived valves. Loading, rpm and mixture play a roll but the gross symptom is accelerated valve guide wear and the most apparent cause is inadequate cooling.

Fortunately, replacing the valve guides in a VW head is a simple procedure. The old guide is cored out, the head is heated and the cored guide is driven out. The head is then reheated to about 180 degrees Celsius, the new guides are chilled to about -60 degrees C and pressed into the head, resulting in a shrink-fit. Chilling the parts is easily done by soaking them in a slurry of dry ice and sulphur dioxide, or in liquid propane.

Most VW shops don’t bother with such niceties. Instead, they use a pneumatic hammer to drive in the new guides at room temperature, resulting in a lot of split heads and loose guides. Which isn’t much of a problem in a dune buggy but can be bothersome when you’re flying out over the ocean :-)

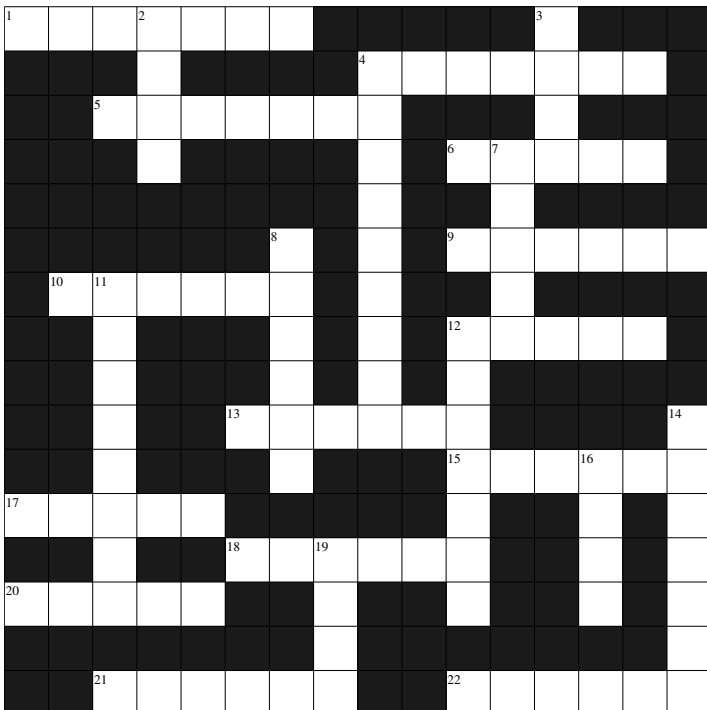
Bob Hoover



Club Veedub Crossword.

Across:

1. The suburb in south-east Melbourne where VW's factory was located in the 1960s
4. A suburb in between Strathfield and Croydon, hosting a street festival in September
5. The alcohol that is now being added to Australian 91-octane petrol
6. The 'allrounder' semi-offroad version of the Polo is called the ...?
9. VW's new twin-cab utility vehicle that will go on sale here next year
10. A large VW sedan, designed and built in China
12. Once again she organised the VW Spectacular at Valla Park
13. Volkswagen AG's CEO, based in Wolfsburg, ...? Winterkorn
15. The alloy of copper and tin that Volkswagen valve guides are made from
17. A very large beer glass that is very popular at Oktoberfest
18. Our new Club President for 2010/11 is Steve ...?
20. The traditional name for the booted 'sedan' version of the VW Golf
21. This was the more expensive and well-fitted of the two Beetle versions sold in Australia in the 1960s
22. This film company made Goofy cartoons, as well as the Love Bug movie



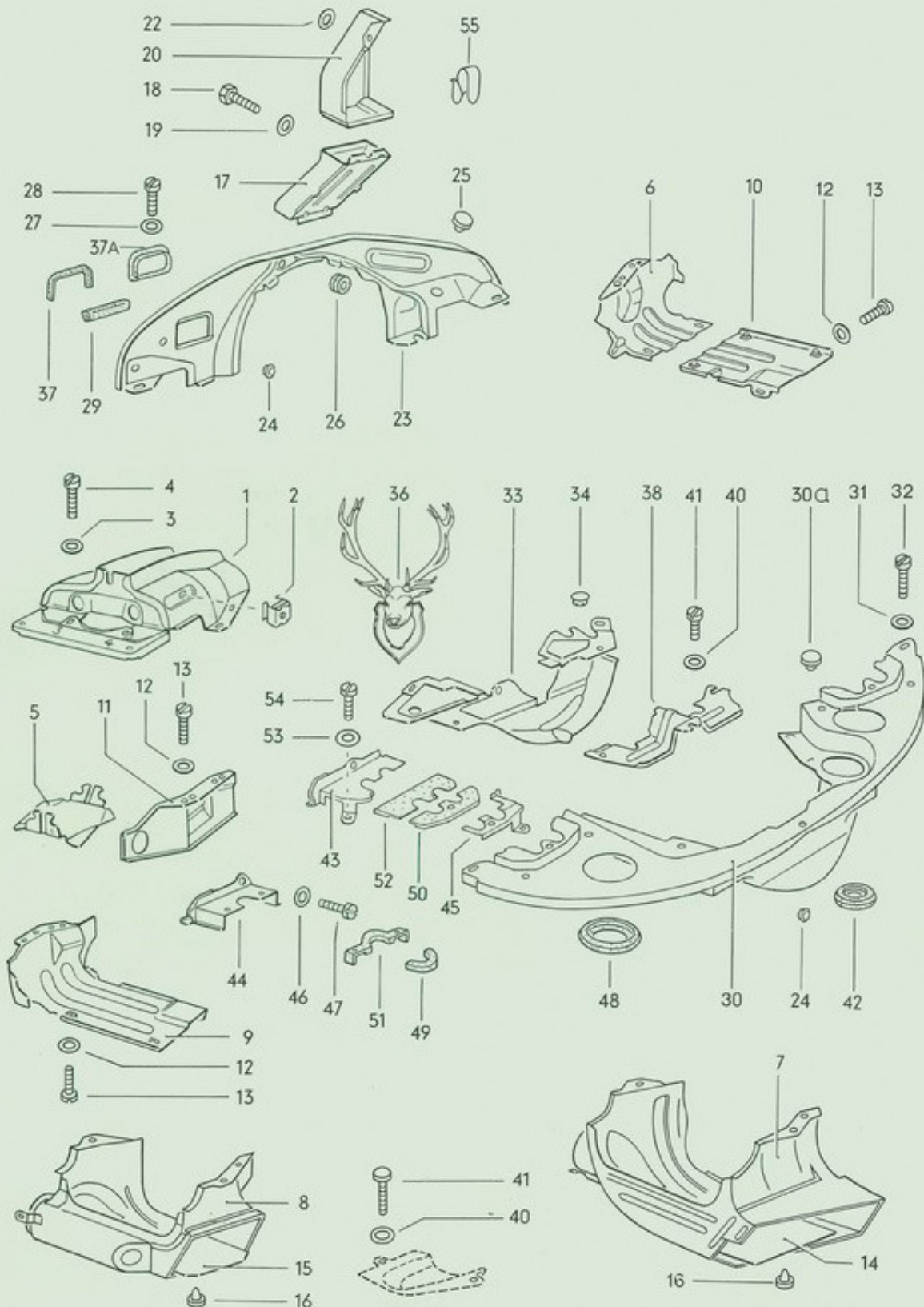
Down:

2. The UK town in Bristol where you would find a famous VW campervan maker
3. This VW has been announced the 2010 World Car of the Year
4. The name for VW' gorgeous new mid-engined roadster, soon to start production

7. A rust-prone Italian car maker, 100 years old this year, is Alfa ...?
8. The only VW passenger car sold in Australia with a 3.6-litre VR6 engine
11. The biggest German car show in the ACT is the German ...?
12. The famous UK converter of motor caravans, now doing Brazilian Kombis
14. The country that first hosted the Oktoberfest
16. The German word for 'north', as used at the Nurburgring for the main circuit
19. She and Ian organised the Bugs and Buses By The Bay run.

Last month's crossword.





If you don't use genuine parts you might as well use anything.



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