

Zeitschrift



Australia's only piece of the Berlin Wall, in Canberra.

October 2010

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VW Motorkhana
1954 VW road test
The Toy Department**

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Hubertus Oktoberfest
APR VW Motorsport
Plus lots more...**



Club VeeDub Sydney.
www.clubvw.org.au

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



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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 PO Box 1135 Parramatta NSW 2124	or	Club VeeDub (Secretary) 14 Willoughby Cct 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.

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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)

It's on again!

Boris' VW Picnic Day & Swap Meet 2010

***** SAME GREAT VENUE THIS YEAR *****

When: From 9:00am Sunday 24th October 2010

Where: Cook Park at Dolls Point, right beside Botany Bay.

Enter via the end of Sandringham Street at the south end of the park. Stop right beside the sea shore.

- **Come rain or shine!**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.**
- **Car Display (no judging or trophies)**
- **VW Swap Meet - clean out your garage!**
- **Toilets on site.**
- **\$5 general entry. \$10 for swappers.**
- **All VWs welcome - air and water-cooled, old and new.**
- **Polish your VW for the early summer and have a fantastic day!**



Presented by Club VeeDub Sydney

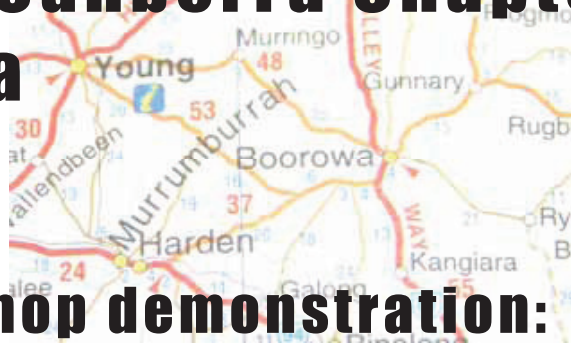
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Club VeeDub
Canberra Chapter



www.canberravw.com

Club VeeDub - Canberra Chapter trip to Boorowa



Penrose workshop demonstration: body panel rust repair

Weekend of 23 - 24 October 2010

Members cruise to Boorowa for a rust repair demonstration, possibly a door.

Meet at Russell car park **9am** for 9.30am departure, sharp.

We arrive at Boorowa at approximately 11am for a sausage sizzle lunch BBQ after which we tackle some rust. Return to Canberra late afternoon.

Those members who wish to stay overnight are welcome to camp at the back of Penrose Motors or at the caravan park just down the road, heading back to Canberra Sunday morning.

Expressions of interest in this trip need to be with Iven Laufer (laufers@bigpond.com) by 9am on 11 October 2010.

www.canberravw.com





Southern Highlands Motor Fest

Chevalier College,

566 Moss Vale Rd, Bowral

9:00am, Sunday 31 October 2008

Entrants: \$10 per vehicle. Choose one category per vehicle:

- | | |
|---------------------------|-----------------------------|
| 10A: Pre-1960 Classic | 70U: Pre-1960 Custom |
| 20A: 1960-1980 Classic | 80U: 1960-1980 Custom |
| 30A: 1980-present Classic | 90U: 1980-present Custom |
| 40A: Pre-1960 Commercials | 100U: Post 1960 Commercials |
| 50A: Racing cars | HV: Heavy Vehicles |
| 10C: Classic Motorcycle | 15C: Custom Motorcycle |

Prizes for 1st, 2nd and 3rd in all categories above.

Show & Shine event open to all Classics, Hot Rods, Customs, Vintage & Racing Cars & Bikes. Club groups welcome. Over 350 vehicles on display. Lots of fun for the whole family: fete stalls, trade shows, lots of food and rides for the kids, young & old. Gates open 8:00 am for show cars, 9.00am to the public.

All enquiries phone Ken, 0438 090263

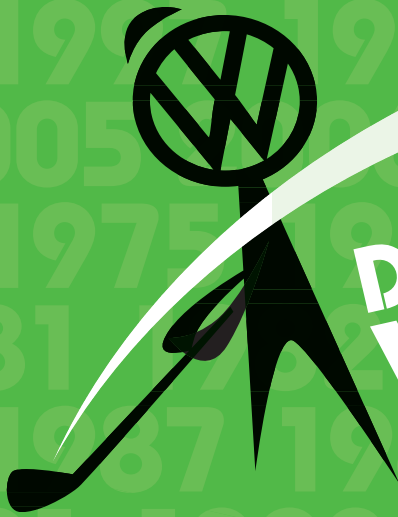
Club Veedub Convoy:

Meet at Uncle Leo's at the Crossroads, Liverpool
at 7:15am for a 7:30am departure, and
leisurely drive to Bowral.

Contact Phil, 0412 786339



SUNDAY 21 NOVEMBER YARRA GLEN RACE COURSE
NO BBQs and NO DOGS!



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3rd Annual

Rodstock

Car Show & Swap Meet

SUNDAY 21st NOVEMBER 2010

Hubertus Country Club
205 Adams Rd. Luddenham



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Gates open at 6am - Swap Meet Site \$10
Swappers Campsites available on request

Public Entry \$2

Car Show Entrants \$10 per car

First 100 cars receive a goodies bag

Judged cars to be set up by 10:00am

All cars welcome—especially VWs !

Enquiries: 0408 462086 or 0407 228137

Von dem Herrn Präsident.

Last issue I mentioned the RTA regulations concerning modified vehicles. There are some draft regulations on the internet at the moment, of a modified version of the RTA's VSI 50. This is to do with lowering or raising cars, 4WDs etc. This new draft document seems to be less severe. We will need to see how this develops.

There have been some really enjoyable events over the last few weeks, both in Sydney and in Canberra. See all the reports and photos in this issue. There are still a few activities coming up in the lead up to Christmas, after which all VW club activity usually winds down.

In October, on Sunday the 24th is Boris' Picnic Day 2010 at Cook Park, Dolls Point, always a really enjoyable day. We will need some helpers on the day. Come along for a bargain at the swap meet and lend the club a hand for a few hours on the gate or cooking sausages etc.

Also in October, on the following Sunday October 31st there is the Southern Highland Motorfest 2010 at Chevalier College, Bowral. We want to see more VWs at this one than ever before so shine up your VW and come along. See the flyer for more info. In November, on Sunday 14th there is a cruise organised by Flat Four VW club, and we are waiting on more info on this one.

Don't forget if you have any suggestions or ideas on how we do things or future events please contact a committee member

I hope to see you at an event soon.

Steve Carter



Kanberra Kapitelreport.

Spring is in! G'day from Canberra where the frost has hopefully left us and the flowers are in bloom. Welcome to the new members in the area and we look forward to catching up with you soon.

September was our big month for the year, being the German Autofest (18/19 Sept) with our cruise, BBQ and car show at the National Library. Were you there? Look for a report and pictures in this magazine. A huge two days were had by all, and we met lots of new Vee-dubbers.

In October we are running a trip to Boorowa to catch up with a local enthusiast who will show us some great skills in looking after your VW. Look for the flyer in the magazine. Please note that the original notification date has been extended if anyone wants to go, but contact Iven (on the flyer) NOW so you can get your name down – there's not much time left. I cannot stress enough that we need to know numbers quickly. You can either stay overnight in Boorowa, or come back on the same day. The details are listed, so contact us for more info. It should be an excellent event in the country.

A big thanks for the support we were given for Autofest, another great year. Can't believe we have to start planning already for 2011!

Bruce



Klub Kalender. October.

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 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 for 7:30 departure..**

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.

Sunday 21st:- Rodstock 2010 Car Show and Swap Meet at the Hubertus German Club, 205 Adams Rd Luddenham. Trophies, live bands, kids' stuff, giveaways, prizes. \$10 car show, \$10 swappers, \$2 public entry. First 100 cars receive a goodies bag! Gates open 6:00am. Club VeeDub will have a Volkswagen display. For more info phone 0408 462086.

Sunday 21st:- Day of the Volkswagen 2010, Yarra Glen Racecourse, **Melbourne**. Show n Shine, trade displays, swap meet and more. Public entry 9am. For more info visit VW Club of VIC at www.vwclub.com.au

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

January.

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

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

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

Wednesday 26th:- NRMA Motorfest 2010, Australia Day, in Macquarie Street Sydney. Club VW has a Volkswagen display - to join it, you need to register with the NRMA before the 23rd of October. Meet at Domain Parking Station at 6:00am for breakfast, then convoy to display position at 7:00am. Cars in place until 5pm. Heaps of Australia Day activities.

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

February.

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

Thursday 10th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 17th:- 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 20th:- Sydney Super Swap at Hawkesbury Showground, Clarendon. Car parts and collectables, classic cars, hot rods, street machines. \$20 swappers, \$5 lookers.

Monday 28th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

May.

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

August.

Saturday 20th & Sunday 21st:- 2011 VW Winter Break at Sawtell call 1800 729835 to book your cabin or campsite. You must tell them that you are with the VW people.

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.*



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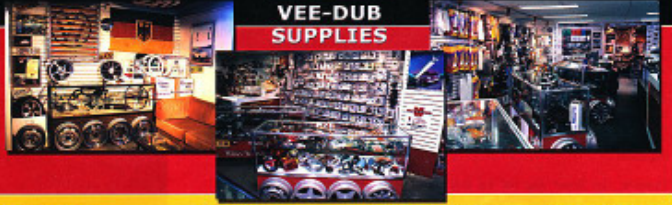
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All published ads will also appear on our club website, www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred 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:- 1980 Golf Series 2, silver in colour, 2 new tyres, new petrol pump, new water pump, engine has been top overhauled new valve guide and decoke, new coil, CD player. Registered till May 2011. Contact Lorenz 02-9630-1048 \$ 5500.00 ONO

For Sale:- 1970s VW Kombi motor. It is a 1972-4 1800 flat four motor and is currently not working. We are letting it go to the first person who turns up at our place on the North Shore of Port Macquarie with a couple of cases of XXXX Gold. For more information, please call my husband Roger on 0402 680 896.

For Sale:- VW Golf Mk4 1.6 manual R line. Very clean Golf mk4, 2004-year model. Low km, 65,000 km only with log books. Regularly serviced with VW-recommended workshop. Last Mk4 ever built, comes with sports R-line body kit, R-line projector headlights, front R-line bar / rear R-line bumper / seal moulds, Oettinger side skirts and pedal covers. Brushed aluminium console / tinted windows. This car also comes with polished 16 inch new Jetta wheels with wide offset. Very clean car, drives and looks like new car. Mechanically car is in perfect condition. Comes with 10 months rego. \$15,900. For more info contact Sasha on 0439911151.

For Sale:- VW Golf R32. 2007 (2008-spec) 5-door, 6-speed auto, R32 blue pearl, very low 23,500 km, immaculate showroom condition, one owner (68 year-old) very careful fussy owner. Log books and warranty. 19" alloys, extras it's got the lot. You will look twice at this beast. Be quick! \$45,000 ONO. Phone 0400 477 888.

For Sale:- VW Caddy, 2007 model, 5-speed manual, white, as new, 38,918 km, 1.6-litre engine, rego expires 12/10, \$16,500 ONO. Car is at engadine. Phone 0416 345743.

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2nd Month Ads.

Wanted:- Volkswagen Service Technician. Due to our continual growth and success, the Trivett Group has been invited to establish a new Volkswagen dealership in the heart of Blacktown. To prepare for this expansion, we are currently seeking additional Service Technicians to join our team. At Trivett we are committed to providing a safe working environment. You will also have the support of an experienced Service Manager as well as a modern workshop, the latest equipment and a commitment to training and development (both internal and manufacturer). We are seeking a qualified Volkswagen Automotive Technician with:

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- * Ability to work well within a team
- * Good communication skills
- * Current NSW drivers licence and a sound driving record

For further information please call Amy Moorhouse in Human Resources on 9841-8873 or send applications through to greatpeople@trivett.com.au



The VW Bus: a vehicle driven more often under the influence of marijuana than all other vehicles combined.

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Australia's Berlin Wall segment.

The Berlin Wall was a famous symbol of the Cold War in Europe. It was first constructed by the communist East Germans and their Soviet leaders in 1961, to try to stop East Germans migrating to the West.

The wall completely surrounded West Berlin (with a similar wall built along the East-West German border), and for nearly thirty years it completely isolated West Berlin from the surrounding East. At first it was just a barbed wire fence, which was erected by the East German and Soviet armies overnight on the evening of 13 August 1961.

Over the following months and years the 140-km border was reinforced, enlarged and rebuilt by the East Germans, broken only by a few crossing points such as the famous 'Checkpoint Charlie'. By the early 1970s the Wall comprised of several barbed-wire fences, vehicle traps, tunnel sensors, a raked 50-metre wide 'death strip' featuring armed watch towers, searchlights, guard dogs and steel spikes, and finally a 3.6-metre concrete wall that faced the West.

The concrete wall was comprised of 45,000 sections of steel-reinforced concrete, each 3.6 metres high and 1.2 metres wide. The concrete wall was topped with a smooth concrete pipe section to prevent scaling.

From 1961 until the wall fell, 5,000 people attempted to escape under, over or through the wall and up to 200 lost their lives in the attempt.

The end of the Cold War resulted in the collapse of East Germany, and the wall was finally opened in November 1989, sections knocked clear by bulldozers as East and West Germans united in celebration. The Wall was mostly demolished over the following months, and the two Germanys formally reunified in October 1990.

Today Berlin has been enormously redeveloped, and little of the Wall is left. In most parts it is difficult to even see where the Wall was, except for the line of cobblestones that follow the former path. The rest of the wall was demolished, or broken up and sold around the world.

Many segments of the Wall have been mounted around the world as peace monuments and reminders of war, especially in Europe, the UK and the USA. However there is only one piece of the Berlin Wall in Australia.

You can see it outside the ACT Harmonie German Club, on Jerrabomberra Ave in the Canberra suburb of Narrabundah. It was mounted there in 1992 with the inscription, "This section of the Berlin Wall reminds us that no man-made barrier can repress the spirit of freedom. May we all unite to live in harmony, ensuring peace for future generations."

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(AH)

(Mob)


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

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

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

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New 4Motion Kombis.

The Volkswagen Transporter and Multivan can now be ordered with 4Motion all-wheel drive. The latest generation of the multi-disc clutch with its optimised friction properties sets new standards in terms of traction, safety, comfort and efficiency. The 4Motion option is now available in conjunction with the most powerful TDI engine (132 kW) and can also be combined with the 7-speed DSG gearbox for the first time.



The VW 4Motion all-wheel drive system not only offers decisive traction benefits, but also permits higher cornering speeds, thereby enhancing both safety and driving enjoyment – no matter what the road conditions.

The latest generation of the frictionally optimised multi-plate clutch sets standards in terms of traction, safety, comfort and economy. In contrast to the mechanically controlled Haldex2 module that was previously fitted, the new 4Motion comes equipped with an electronic control system. Within the multi-plate clutch, the oil pressure that is responsible for distributing torque to the rear wheels is no longer built up due to the difference in speed between the front and rear axles, but is generated by an electronic pump, which supplies a pressure of 30 bar to an oil pressure reservoir. At the same time, the oil pressure reservoir enables the electronic pump to be temporarily shut-off, thereby reducing fuel consumption. Via an electronically controlled valve, this reservoir is in turn able to pass the retained pressure on to the clutch plates – precisely and continuously varying the power transmitted to the rear wheels with the pressure level. In extreme cases, up to 100 per cent of the torque can actually be distributed to the rear axle. The Haldex clutch is driven via the propeller shaft.

The clutch itself implements the control electronics' commands extremely quickly. This not only improves traction over difficult terrain and on slippery surfaces, but also generally enhances active safety. If the wheel sensors register slip at the front axle, for example, drive torque is forwarded to the rear axle even before understeering is able to occur. The control electronics take a total of almost 40 different signals into consideration, including the steering angle, yaw rates, accelerator pedal position and engine speed. The loss of traction at individual wheels is prevented by the electronic differential lock EDL by means of active brake intervention. However, Volkswagen Commercial Vehicles also offers an optional, mechanical rear axle differential lock

for the 4MOTION system; this additionally ensures maximum traction during off-road use. Now, when the rear interwheel differential lock is engaged, the further developed ESP system is no longer shut-down.

Volkswagen's four-wheel drive Transporter and people mover has been a firm part of the Volkswagen Commercial Vehicle product range for 25 years. Initially limited to one Wasserboxer engine and one type of 'syncro' gearbox, it is now possible to combine the four-wheel drive version with an increasing number of equipment features. For Australia, all models come with a 2.0-litre TDI producing 132 kW.

Transporter SWB 6-speed manual 4MOTION \$45,490*
Transporter SWB 7-speed DSG 4MOTION \$48,490*
Crew Van SWB 7-speed DSG 4MOTION \$51,990*
Transporter LWB 6-speed manual 4MOTION \$47,490*
Transporter LWB 7-speed DSG 4MOTION \$50,490*
Dual Cab 6-speed manual 4MOTION \$48,490*
Multivan Comfortline 7-speed DSG 4MOTION \$60,990*
Multivan Highline 7-speed DSG 4MOTION \$77,990*

NOTE: * The prices indicated in this news story are the Manufacturer's List Prices (MLP) which exclude dealer delivery fees and the various statutory charges.

VW Tiguan updated.

The local arrival of the 2011 model year Volkswagen Tiguan brings a product enhancement to make a difference to the driving experience, as well as owners' wallets, thanks to the introduction of 7-speed DSG technology.

The entire Tiguan range can now be optioned with the acclaimed DSG technology (standard on 147TSI), replacing the previously optional 6-speed automatic gearbox.

Volkswagen has introduced its latest version of the 7-speed DSG, first seen on the new Transporter, Caravelle and Multivan range. This transmission uses a wet-plate clutch configuration.



The DSG gearbox has been groundbreaking for the Volkswagen brand in recent years, with various models across the Volkswagen range benefiting from this technology. It combines the comfort levels of a conventional automatic gearbox with the efficiency of a manual box. The DSG is as economical as it is convenient, and opens up a new dimension in gearshift agility. Gearshifts are performed within a few

hundredths of a second, without any interruption in traction. More consistently than any other automatic gearbox before it, the DSG is able to combine aspects such as sustainability, sportiness and comfort. No other automatic gearbox operates so efficiently, quickly and precisely.

Paired with the 7-speed DSG gearbox, the fuel consumption on the Tiguan 103TDI is reduced to 6.6 L/100 km - a 16% reduction. The Tiguan 125TSI and Tiguan 147TSI now both return consumption figures of 8.8 L/100 km - a reduction of 13%.

The latest Tiguan can be inspected at your local Volkswagen dealer now. Pricing for the 2011 model year Volkswagen Tiguan remains unchanged.

Tiguan 125TSI 6-speed manual	\$33,990*
Tiguan 125TSI 7-speed DSG	\$36,490*
Tiguan 103TDI 6-speed manual	\$36,690*
Tiguan 103TDI 7-speed DSG	\$39,190*
Tiguan 147TSI 7-speed DSG	\$42,990*

New Golf GTI Adidas.

Volkswagen is about to release the most exclusive Golf GTI of the current generation in Australia. The Golf GTI Adidas follows in the style of the Golf GTI Pirelli and was first displayed at the VW Wörthersee car show in Austria earlier in 2010.



The new Golf GTI Adidas can be recognised by a special alloy wheel design. In this case, it is the 18-inch 'Serron' wheel, named after a Finnish race track. The wheel exhibits five machine-polished U-shaped dual spokes; the areas between the spokes are painted in high-sheen black.

In addition, the Golf GTI Adidas is identified on its exterior by standard bi-xenon headlights with dynamic cornering lights and dark tinted tail light clusters with LED technology. Special 'Adidas' badges on the B-pillars also identify this car as a special model.

Inside, the black-red sport seat system was customised in the joint venture with Adidas. Its inner seat panels consist of fabric in GTI-Adidas design and sport the matching logo as well; lateral seat supports are upholstered in Vienna leather; interior designers executed the double cap seam of the head restraints in 'Flash Red'.

On the backs of the front seats, which are heated and height-adjustable, there are storage pockets for stowing

smaller items and magazines, while the folding backrest of the rear seats is equipped with a combined centre armrest and pass-through to the boot space.

Colour-contrasting decorative door inlays (front), special interior accents in aluminium, fabric floor mats with decorative borders and a gearshift grip in the golf ball design of the first generation GTI, complete the customised features of the GTI Adidas. Of course, this GTI Adidas also offers standard features such as a RCD 510 audio system, Media Device Interface (MDI) and standard Bluetooth Phone Connectivity.

In the selection of exterior paints offered on this exclusive model, Volkswagen returns to the roots of GTI history: white and red. Customers can choose from the GTI-specific hues 'Candy White' and 'Tornado Red'.

Like all Golf GTIs, the Golf GTI Adidas also offers the sport chassis that delivers impressive performance with an electronic transverse differential lock (XDL) and GTI-specific ESP tuning. The Golf GTI Adidas comes with a 155 kW turbo engine and yet consumes only 7.6 litres per 100 kilometres. It is a GTI that outputs audible dynamics through its dual tailpipe exhaust system (one tailpipe each, left and right). It is a GTI that transfers the tradition of the original version to the future.

This special edition Golf GTI Adidas 5-door 6-speed DSG is now available in Australia from **\$45,990**, excluding dealer delivery fees and the various statutory charges.

Amarok here in 2011.

Volkswagen Group Australia is readying for the local arrival of the new Amarok utility, which is planned to hit the Australian market in the first quarter of 2011.

The TDI engines of the Volkswagen Amarok - all boosted by direct injection - set a good standard when it comes to fuel economy and emissions. The ute's active and passive safety systems and convenience features all fulfil low-end passenger car standards. Many of the technologies implemented in the Amarok are being used for the first time in the mid-size ute segment, including a bi-turbo charged, 120 kW diesel engine in the Amarok TDI120. In terms of its space, load area width and height, cargo loading abilities and payload capacity, the new Amarok is expected to be competitive against the traditional leaders in the very competitive 'Japanese' ute market segment.

The Volkswagen Amarok begins its market release as a four-door Dual Cab with space for five adults. The Amarok's interior dimensions make it one of the most spacious ute in its



class. Easy entry, a generous seating layout and lots of head room characterise the workspace behind the wheel. Ample leg room on the rear bench also makes the Amarok a fully fledged five-seater. When only two persons are onboard, the fold-up rear seat and folding backrest increase interior cargo space.

The load area of the Amarok Dual Cab measures 1,555 mm long by 1,620 mm wide, yielding a load area of 2.52m². And that's not all. The ute's load width is 1,222 mm between the wheel wells, and for the first time on a mid-size ute it is possible to load Euro pallets (1.2 x 0.8 m) sideways. It is easy to transport sports equipment like motorbikes as well as bulky machinery, thanks to its large dimensions, load sill height of 780 mm and payload capacity of up to 1.0 metric tonnes. Four lashing 'eyes' at the corners of the load area secure cargo during the drive.

The safety package of the Amarok includes driver and front passenger airbags, and there are also front seat head/thorax airbags. Side curtain airbags are not available. Also included are height-adjustable head restraints and three-point safety belts at all seating positions.

Numerous other features provide a level of active safety as well. For example, the Electronic Stabilisation Programme (ESP) is standard equipment. Another feature contributing to safety is 'Off-Road Mode' – activated by the press of a button – which is enabled up to a vehicle speed of 130 km/h. In this mode, the ESP system, Electronic Differential Lock (EDL), Anti-Slip Regulation (ASR) and Anti-Lock Braking System (ABS) are all tuned for challenging off-road conditions.

Full specifications and pricing of the Volkswagen Amarok will be released at the local launch in the first quarter of 2011.

New Commercial VWs.

A 'study' vehicle of the coming Amarok single-cab was presented on Volkswagen's stand at Germany's IAA Commercial Vehicle Show in September. The display vehicle featured a 90 kW TDI engine with Volkswagen's BlueMotion Technology.



The new Amarok single cab, with a short cab and a long load bed, represents the classic 'workhorse' for Volkswagen. This category of truck has been dominated by Japanese brands for many decades. Volkswagen is now preparing to enter this extremely popular market segment.

In comparison with the Volkswagen Amarok with a four-door double cab, the single cab has a load surface 2.20 metres long with the same overall vehicle length, which means that two 'Europa' pallets can be stowed one behind another, loaded transversely. The new Amarok single cab will be coming onto the world market in the first half of 2011.

In its first year, the Amarok has attained about 8,000 deliveries in South America. Volkswagen is currently holding an order bank for 40,000 units for their new utility for supply to global markets.



Another Volkswagen model at the show was the Multivan 'Edition25' anniversary model, to mark the occasion of '25 years of the Multivan' with Volkswagen Commercial Vehicles. This is based on the current Multivan Comfortline, and is immediately identifiable by its silk matt lacquered roof and the black 18-inch light metal alloy wheels. The anniversary model has an exclusive range of fittings as standard.



Still another new model is the Transporter 'Rockton', a Transporter for hard off-road operation, for carrying personnel and material to places that are difficult to reach. The all-wheel drive Rockton has been tailored especially to the needs of specific target groups such as building contractors, mountain rescue teams, and other potential groups such as hunters. The permanent all-wheel drive 4Motion, with a differential lock on the rear axle as standard, a body lift of 30 millimetres, and reinforced suspension and shock absorption, can carry up to five people plus equipment and/or supplies over trackless terrain.

The IAA Commercial Vehicle Show was held from 23rd to 30th September 2010 in Hanover, Germany.

Booming VW sales.

Volkswagen has reported vast increases in world sales lately, with connections to the Chinese market adding to the figures. For the first time in history for the company, Volkswagen has sold 4.16 million cars in a six-month period – the first half of 2010.



These recent hikes in sales have been reinforced by the Chinese, where sales have reported to have increased by 42 percent compared to last year. Over 1.1 million VW vehicles were sold in the country, which makes up a quarter of Volkswagen's total world sales.

Also helping out with sales in terms of emerging markets is India, where sales there are reported to have increased by 121 percent. Although units sold in India only totalled 21,300, the market is increasing at a rate much like the Chinese market did in the recent past.

Even Australian sales are increasing. After a relatively flat 2009, VW's local sales have increased 23% on last year over the first half of 2010, and VW is on track to post 35,000+ sales this year – which would be an all-time record. VW's Australian sales record is currently 31,419, set way back in 1964, and this might finally be beaten.

Volkswagen board member for sales, Christian Klingle, said in a recent report, "After a very successful first six months we got off to a good start in the second half of the year. Over the coming months we will continue on our growth path with our model range and will perform better than the competition."

The Volkswagen achievement is diluted through various siblings the company offers. Audi, the upmarket branch of the company, accounted for 646,300 sales, while Skoda accounted for 437,300 sales. Volkswagen-branded cars accounted for 2.62 million, which included both Volkswagen commercial and passenger vehicles.

The Major and the VW.

The unveiling of the 'The Major and the Beetle' exhibition in England was celebrated with a historic Volkswagen car show and a 'meet up' for Volkswagen enthusiasts, all dedicated to the memory of Major Ivan Hirst, REME.

The Corps of Royal Electrical and Mechanical Engineers (REME) and Volkswagen have a long history together, from the end of the Second World War when the

intervention of a young British Army officer changed the future of the fledgling giant of European motoring.

Sent by the Control Commission to 'sit on' the bombed remains of the Volkswagen factory in Wolfsburg in August 1945, the 29-year-old Major Ivan Hirst REME and his team decided to restart production instead. Major Hirst then secured an order for 20,000 Beetles from the Military Government; meeting this order would take all the management and engineering skill he had.

Post-war Wolfsburg suffered shortages of food, skilled workers, housing and work materials. Major Hirst's engineering and management skills together with his people skills, his open door policy and his will to succeed, turned the Volkswagen Factory around and ensured its survival. Major Hirst remained in charge of the Wolfsburg Motor Works until 1949, when it was handed back to the Germans under Heinz Nordhoff. Major Hirst returned to England, continued to serve as an army engineer until his retirement. He died in 2000, aged 84.

Judy Booth, Senior Curator at the REME Museum of Technology in Berkshire, said, "Without Major Ivan Hirst, there may have been no Volkswagen as we know it today. Ivan Hirst was a hero in his own quiet unassuming way; a man who not only saved a fledgling car company but a man who's humanity found a path through the problems left behind by the war. This exhibition recognises him and his work."



Part of the exhibition is a video display and a unique 'Beetle sofa'. Made from half a Beetle, it incorporates a seat and built-in audio facility so visitors can sit in a piece of history and learn about it simultaneously.

The opening of the new exhibition was celebrated with 'The Ivan Hirst Memorial Beetle Meet' on Sunday 26th September at 11:00 at the REME Museum, Arborfield Garrison, Reading, Berkshire (England).

Touareg R.

News has emerged suggesting Volkswagen's R division are ready to spice things up with the new Touareg SUV. Accordingly they've set their sights on the very big target of the BMW X5 M.

It is understood the Touareg R will pack a 375 kW punch from a twin-turbo 5.0-litre V8 engine, a power plant used elsewhere in the VAG line up in the Audi S8. In



addition, the Touareg R hybrid will have an electric motor providing another 40 kW or so, making around 415 kW or so in total.

A relatively low limit of 35 kW applies to the electric motor in the garden variety hybrid Touaregs, but perhaps an R version could have that limit increased, offering more power.

Alternative sources have indicated, however, that the Touareg R will actually be powered by a 4.2-litre V8 TDI (turbo diesel). Confirmation either way will have to wait until closer to the 2011 launch date.

This rendering of the new Touareg R is courtesy of the Motor Authority website. All the key 'R' exterior features are there; huge air intakes in the lower grille, signature blue paint and gloss black mirrors.

The Touareg R is expected to be revealed at the Detroit Auto Show in January 2011.

VW to enter the WRC?

Recent reports from Europe suggests Volkswagen is considering competing in the World Rally Championship from 2013, as part of plans to rejuvenate the tired formula.

The WRC captured the imagination of the world in the 1980s with the awesome 500 kW Group B rally cars such as the Audi quattro (world champion in 1982 and 1984), but these supercars were outlawed from 1987 and replaced by more sedate production car-based Group A, and later World Rally Car class cars. The sport has been in decline, and marques such as Audi, Lancia, Peugeot, Toyota, Suzuki, Mitsubishi and Subaru have all pulled out of the sport. The 2010 season is being fought only between Citroën and Ford.

Now VW has been approached by FIA to become involved, along with other makers such as Saab. VW has a small Motorsport program for its size, with the Dakar, Nürburgring 24-hour and Formula 3 being their only serious involvements. Volkswagen could be ready to commit to the WRC with a limited program in 2012, before a full on assault in 2013.

Volkswagen recently supplied the course-opening cars at Rally Germany, but this in itself isn't cause to add to the rumours of the German marque joining WRC ranks.

However, the following words from motorsport boss Kris Nissen do: "We've been looking into this (WRC) for more than a year. We think it's very interesting and I have never made a secret out of it."

Nissen further heightened expectation when he said, "When we press the button we need about two years and that means if in the short future – I'm talking about the next months – we could make a decision we could be there in 2013 but if not we can be there in 2014."

Should VW ignite a WRC campaign the only choice would be on which car to base their assault. Current WRC formula dictates a production car-based 2.0-litre turbo sequential gearbox 4WD, with a manufacture of at least 2,500 units The Polo, Golf and Scirocco could all prove to be suitable donors. While the Scirocco R has motorsport development behind it, thanks to its Nürburgring 24 hour race history, the smaller Polo might be a better match against the likes of the smaller platforms used by established players Ford (Focus WRC) and Citroën (Xsara WRC).

VW Race Touareg 3 for Dakar.

VW has unveiled the vehicle it hopes will help it win a hat-trick of the Dakar Rally in 2011: the Race Touareg 3.

Following the success of the Race Touareg 2, which won the previous two rallies and became the first diesel-powered vehicle to win the event, Volkswagen says the new desert racer will be faster and more efficient than the old model, and retain its world-beating strength and durability.

The 2.5-litre twin-turbocharged TDI engine is the same, producing 221 kW and 600 Nm of torque, but has been optimised for greater economy and revised to cope better with the severe altitude, which peaks at more than 4500 metres above sea level.



The upgraded five-speed sequential transmission and ZF-Sachs three-plate ceramic clutch are linked to three limited slip differentials, leading to acceleration from 0-100 km/h in 6.1 seconds and a top speed of 188 km/h in almost all conditions.

Wind tunnel testing has led to changes in the Kevlar and carbon fibre bodywork with improvements to the cooling systems around the vehicle's roof. The upgrade to the road-going Touareg also sees the Race Touareg 3 adopt a new grille, new LED lights, revised window line and rear clamshell.

Volkswagen says it has already put its title defender through 10,000km of shakedown tests on simulated special stages, more than twice the length of the rally itself, in preparation for the world's most punishing motor race.



The Toy Department.

Matchbox have excelled themselves again with two new releases in the Matchbox Lesney edition range, which are all limited editions.

Lesney Products was the British toy company who made the famous 'Matchbox' cars. They were founded in 1947 by Lesley and Rodney Smith – 'Lesney' is a combination of their first names. After huge successes in the 1950s, '60s and '70s the company suffered economic woes and, like its competitors Dinky and Corgi, went bankrupt in the early 1980s. In 1982 the company was bought by Universal Holdings Ltd and production was moved to Macau in China. Today Matchbox is owned by the giant US toy company Mattel, who also make the Hot Wheels series.



There have been many different Matchbox Volkswagens released over the years; a VW toy collector could spend all his time just on them alone.

Cheers for now,

Tony Bezzina

kbezzina@bigpond.com



We feature these new releases this month and in particular the 1970 two tone blue VW camper. In this version you will see that it has white wall tyres and chrome bumpers.

Look out for the rare error in some batches, which only have the rear wheels having a white wall.

Available on line is also the gold collector's version available only in the US; expect to pay about \$50 – \$60 for this. Also this white Beetle available in yellow as well is very hard to find, finishing off with the yellow Karmann Ghia and red Type 181 released some months ago.



The courses were sometimes complicated, and some drivers went the wrong way on their first attempts. The tight corners called for a precise cornering and steering technique, especially using the handbrake and controlled power 'drifts'. As is the norm, the serious 'professional' motorkhana competitors showed everyone else how it was done, both with their technique and their specially-modified cars and 'specials', and they filled all the outright and class placings for the event.

It was good to see two Club VeeDub members come along and have a go, and their Beetle and Golf were the only Volkswagens to take part. While Danny and Tim weren't in amongst the place getters, they

seemed to be having fun and growing in confidence and speed as the day went on.

Thanks must go to the team of club officials who turned up on the day to carry out the necessary jobs like taking and collating entries, timing and of course preparing the lunch to keep both the competitors and officials fed.

VW Motorkhana. Sunday 12 Sept.

Sunday the 12th of September saw the running of our annual state motorkhana on the old tarmac at what is now Nimba TAFE College. The area used to be the Australian Navy station HMAS Nimba, which closed in 1994 and we used a small portion of one of the former runways. The weather was fine and sunny which I am sure led to the first sunburn for the season for a few.

An early start was had by the team to set up the first 3 test areas, along with the official tents, scrutineering garage and BBQ area. The test areas were measured and set up with witches' hats and flags.



Entries started to roll in around 8:30, and by 10am Rudi had the field scrutineered and following the drivers briefing the day's competition got under way.

In total 9 different motorkhana tests were run, with each competitor having 2 attempts at each one. Their best time out of the two attempts counted towards the overall total. The tests involved the car starting from a 'garage' of witches' hats, and activating an electronic starting beam. They had to drive a tight pattern around the flags for around 40 seconds, then ending in a finishing 'garage', again cutting the timing beam.



Without these people and those like them in other car clubs, not only this event but club level motorsport in general would not be possible.

Regards

Cameron Hart





Autofest Cruise.

On Saturday 18 September, the Canberra Chapter held its annual VW cruise, ahead of the German Autofest on the following day. Each year we meet in the Russell carpark, which is in front of the Defence Force headquarters and the Australian-American memorial. We commence the cruise with the different VW models grouped together, this year being no different. Noticeably, this year we had less Kombis in attendance, but more newer water-cooled VWs, which was great to see.



Winding through Canberra we visited the lookout on Mount Ainslie, then Anzac Parade in front of the War Memorial, and Reconciliation Place on the shore of Lake Burley Griffin. Stopping here for a quick photo snap always draws a crowd. Traffic seemed to be heavier this year so we had to move off fairly quickly. We basically followed the shoreline around the lake, with a quick run up Black Mountain for photos under Telstra Tower, before arriving at a picnic area for a sausage sizzle and VW chat.



We had a few BBQ issues this year - unserviceable council BBQs and a brisk wind that was creating a hazard with our club BBQ - but we got there in the end. I will admit the temperature was dropping by this point, so we gulped down some snags and retired for the night to prepare for the following days event.



Thanks to those who came along, it is not an easy event to administer but each year it seems to work well.

Canberra Autofest.

Sunday 19 September was Shannons German Autofest, an event in Canberra each year that showcases all German marques. This year we were lucky enough to have the 'rare marques' in attendance as well; these cars themselves are enough to make the day enjoyable.



Numbers were looking good as the cars started to assemble in the morning. We had a new VW location this year for the display and we weren't sure how it would go. The cars kept coming and they were looking very impressive in their rows and models. Judging commenced at 10am. Each year we find some 'volunteers' from a vast pool of people, and this year was no exception.

Presentations were made at lunchtime and we had some very happy faces in the crowd. The club had a higher number of trophies this year, coupled with a new design, which we believe worked very well. We had a registered attendance of 86 this year, plus a number of cars that arrived late and still were part of the fun.



The club has found it successful in the last couple of years to have our presentations around lunchtime, meaning that interstate travellers can get moving a bit earlier than normal. Thanks to everyone who came along! We had less Kombis this year, but a huge VW water-cooled fraternity, which was great to see, and hopefully a sign of the future.



Lennocks VW also put on a huge display of 10 white VWs (all different models) with 'Volkswagen' spelt across the bonnets. Great display guys, I'm sure the logistics were pretty interesting for that one!

I would like to take a quick moment to stress two points, if I may. Firstly, if you bring your VW to the Autofest



and park it in the display area, you MUST pay the entry fees, regardless of whether you feel you want to. Much of this is ACT council policy as far as upkeep of the area and such. Secondly, another ACT council rule - cars on show are to have a drip tray, regardless of age. Again this is also out of our





hands and is a requirement put upon us. We don't want Volkswagen to be the club to let the show down.

A great day, excellent attendance by locals and interstate travellers, and heaps of Volkswagens. What more could you want? Look for a trophy list in the magazine.

Big thanks to our sponsors - Shannons Insurance (Fyshwick ACT), Lennox Motors (Phillip ACT), VW Australia (Sydney), Canberra VW Centre (Belconnen), and of course - Club VeeDub in Sydney. Thanks to everyone who made the day possible, including all the helpers and committee.

Bruce



Autofest Trophy Results:

Beetle up to '67:

- 1st Iven Laufer (67 White Beetle)
- 2nd Don Layard (65 Blue Beetle)

Beetle '68-'76:

- 1st Aldred Gonzalez (76 Blue Beetle)
- 2nd Mark and Amanda Stevens (72 Yellow Beetle)

Beetle Modified:

- 1st Russell Sauten (56 Grey Beetle)



Kombi up to '67:

- 1st David Layard (63 Red / White Kombi)
- 2nd Andrew Roberts (65 Blue / White Kombi)

Kombi '68-'79:

- 1st Gary Smith (74 Gold Kombi)
- 2nd Wayne Murray (76 Yellow SingleCab Kombi)

Kombi Modified:

- 1st Mark Palmer (74 Blue DoubleCab Kombi)

Other Air Cooled:

- 1st John Vellis (60 Karmann Ghia)
- 2nd Petra Kratzel (73 Red Squareback)

Other Air Cooled Modified:

- Tim Popham (61 Orange / White Beetle)



Golf Mk 1 - 3:

- 1st Liam Camilleri (80 Silver GTI)
- 2nd Martin Stopyra (90 Red GTI)

Golf Mk 4 - 6:

- 1st Aaron Nicoli (09 Black R32)
- 2nd Grant Osborne (04 White Golf)

Club VeeDub. Aus Liebe zum Automobilklub.



Golf Modified:

1st Nick Charley (85 Grey Golf)

Other Water Cooled:

1st Peter Shelley (93 Black Carrado)

2nd Marguerite Roberts (08 White Beetle)

Other Water Cooled Modified:

1st Van Sparkman (07 Blue Polo GTI)



Rat Class:

1st Stratos Parascul (58 Blue Beetle)

2nd Shari Walker (69 Blue Beetle)

Donated Prize - R32 Jacket:

Jo Palmer (06 Blue R32 Golf)

* Many thanks to Ian and Cate Bugden for their donation *

Encouragement Award:

Martin Flapan (96 VR6 Golf)

Best Display:

Andrew Roberts (65 Kombi Split)

Car Of The Day:

Jim Smith (67 Blue / White Kombi Split)



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Burwood Spring Festival. Sunday 19 Sept.

For those Sydney members who couldn't make it to Canberra for the Autofest, the Spring Festival at Burwood was a fantastic alternative. Organised by Burwood Council, the event was in its 19th year and all proceeds of the festival went to a good cause, the State Emergency Service.

It was necessary to pre-register to display your car, which you could do on-line, by phone or by faxing a form. Last year the cars were lined up down Burwood Road, but this year the classic cars were allocated prime space on Burwood Park.



We arrived early, around 7:30am, so Lily was still sleepy as we carefully drove onto the grassy park and were directed to our prime parking space. We were the first VW there but were soon joined by the Kombis of John and Karl. I set up the VW flag and laid out a hundred club pamphlets for passers by. John Clark arrived in his Kombi but as the park was filling up, he had to park in the next row.

The weather wasn't being kind, with heavy grey skies and occasional drops of rain. It wasn't forecast to really open up, but the leaden skies made everything a bit dark.

We went for a wander and there were at least a hundred nice classic cars to admire – Mustangs, Corvettes, Chevys, Holdens and Fords, Jaguars, MGs, Austins, Rileys and Wolseleys, and a few Morris Minors. We spotted a beautiful LHD split Kombi (from South America!) owned by one of the food traders, and he was keen to grab a club brochure and



join us. There were also a couple of Beetles scattered through the gathering, but they were late arrivals and couldn't park with us.

There was a terrific variety of foods to sample from the stall holders, and Lily enjoyed some hot donuts and chips, a fruit smoothie, several ice cream and fairy floss at times through the day. I enjoyed a hot kebab with the lot and some Spanish paella with a fresh lemon crush. Burwood Westfield was right next door and offered more choice with its food court for the less adventurous.



Plenty of things to see and do too. Fire engines, ambulances, police cars and NRMA vehicles were there to sit in and the kids were lining up. There were little ponies to ride on, and large radio control boats to watch on the lake. A variety of market stalls were selling books, gifts, plants, arts and crafts, jewellery, toys and all sorts of nick nacks. Other stalls offered face and hair painting, kids' tattoos, colouring in, painting, clay moulding and plaster painting.





Lily's favourite were the rides, which were set up at the top of the park behind the cars. It was just like the Easter Show – dodgems, a fun house, merry-go-round, swing chairs, space ships and lots of side-show stalls. All the fun of the fair! They were expensive at \$5 a ride – or 11 for \$50 (what a discount). I think Lily went on everything over the course of the day and my wallet was getting light.

At 3:30pm the Council gave out trophies for Best '50s, Best '60s, Best '70s and a few others but we were in the fun area and didn't see who won what. There were no Volkswagen prizes anyhow; but funny how Kombis are now the vehicle of choice for VW displays. When Lily let me stand by the Kombi for a while, there was no end to the interested bystanders who wandered by. Again, the most common question was, "How much do these cost?"

Many of the cars were already departing and we were told the park had to be cleared completely by 4:30. We packed up and surprisingly were almost the last to go, leaving just a Jaguar that wouldn't start.



We had a fantastic day and it's a great opportunity to show off your VW and promote our club. If you aren't going to Canberra next year, it's well worth visiting.



Closer to the road. The Golf Sportline.



Hubertus Oktoberfest. Sunday 3 October.

Sydney's Oktoberfest at the Hubertus Club in Luddenham celebrates the famous festival in Munich in Germany. It's a celebration of everything good about Germany – beer, food, music, dancing, costumes – and of course, Volkswagens.



The giant Munich Oktoberfest goes for 16 days. Our Hubertus Oktoberfest goes for four days altogether over the October long weekend - Friday, Saturday, Sunday and Monday and people were welcome to come along any time. However Club VeeDub was only there officially for the Sunday.

The Oktoberfest was generally the same the whole long weekend, and this is what the club members saw. The weather was very grey and very wet and the grassy areas turned to mud. All the Volkswagens were set for display out the front of the club on the concrete, which is the best parking spot on the whole grounds. It's especially reserved for VW owners.



There were three big tents situated right outside the auditorium, and a Beer Garden right next to the rear tent which, because of the rain over the weekend, got flooded. Most of the ground under the tents is tarmac, but the areas of grass turned to mud.

The rain didn't matter. The general atmosphere of the whole celebration was a very warm and happy one, as everyone was gleeful and overjoyed to be there in such a



family friendly place. When the special German music band called the Tirolean Echoes weren't playing, my Dad would be playing some German music to replace it.

People sat in the warm auditorium and enjoyed their beers and food while they listened to the music – and watched us dance! Our Hubertus Folkdance group performed four



Club VeeDub. Aus Liebe zum Automobilklub.



times over Saturday and Sunday, dancing twice each day. It was a lot of fun!

There were rides for the young children and rides for the older ones including dodgem cars, but it was very wet outside. Most of stayed inside or wandered down to the VWs when the rain eased. Our club also had a prime table in the auditorium, front and centre to listen to the music.

Brian and Phil were the first to buy beers and they were laughing and enjoying themselves, although it was a shame that Phil didn't bring Lily this time. The Murrays all bought huge juicy pork knuckles and Bob Hickman did the same. I saw Karl walking around with a funny hat, and both John Vellis and Matt White were there with their families. All in



all everybody had a great time at the Hubertus Country club celebrating the Oktoberfest.

The Hubertus Club also generously provides prizes for the best Volkswagens. The best "Water VW" trophy went to Matt and his Audi; the best "Air VW" to the Ram Family and their shiny blue Beetle, and the Presidents' Choice went to Ash for his yellow Porsche 911.

Thank you to all our club members who came along to Oktoberfest. Special thanks to my Dad for doing such a fantastic job helping to organise it. I hope to see everyone there again next year!

By Bettina Rosch (12)



APR Motorsport signs Aussie driver.

APR Motorsport presents Australian racing star Tom Drewer and the return of Stephen Hooks to Grand Am to drive in the historic international racing debut of the VW DriverGear Mk6 Volkswagen GTI.



Drewer and Hooks will drive in Round 3 of the Continental Tyre Sports Car Challenge, a 2 hour 30 minute endurance race, at Barber Motorsports Park, Alabama.

APR Motorsport returns to Barber, the team's home track, after last year's win in the #171 Mk5 GTI driven by Ian Baas and MESCO Rookie of the Year Josh Hurley. Ian has moved up in class to pilot APR Motorsport's Audi S4 in Grand Sport for the 2010 season. Josh Hurley returns with new co-driver Kevin Stadlander, now in the VW DriverGear #181 Mk5 GTI, to fight for the win alongside team-mates Tom Drewer and Stephen Hooks in the new Mk6 GTI and Mike Sweeney and Mike Halpin who return in last year's winning #171 GTI.

After a nearly 10 year hiatus from professional racing, Stephen Hooks, President and CEO of APR, LLC, returns to Grand Am for the unveiling of the new GTI. Stephen last appeared in 2001 in a now 3 generations old Audi S4 which he drove in the Grand Am Cup, the predecessor to the Continental Tyre Sports Car Challenge. When asked about why he has been missing in action for so long, Stephen replied, "The last 10 years have been a time in my life where I have focused heavily on the restructuring and further development of APR, LLC. We have seen our staff grow tremendously, we've built a brand new purpose built engineering facility, rapidly expanded our road going car product line, increased our distribution to over 40 countries and 250 retailers and most recently, began 2 new race teams. I've never lost my passion for driving and I am thankful for the opportunity to return with more resources, more talent and more support." Stephen has participated in several tests the last couple of years with APR Motorsport and is a primary provider of feedback to the technical staff regarding the cars' performance. Stephen's typical race day activities include team strategy; however, the upcoming event at Barber finds him behind the wheel with a perfect opportunity to for a good showing with co-driver Tom Drewer. The entire APR Motorsport Team is excited for Stephen as it's obvious from his testing laps he's never lost his edge.

"I feel very honoured to be given the responsibility of the world racing debut of the new Mk6 Volkswagen Golf GTI along with Stephen," Tom Drewer said.

The race will also be Drewer's first in the Continental Tyre Sports Car Challenge and his first for the Alabama-based APR Motorsport, the competition arm of the highly regarded aftermarket performance product company APR. "You could say I've been thrown into the deep end - there are many firsts this weekend. It will be the first race for the new VW Mk6 GTI, my first time with APR, my first race at Barber, and my first weekend in the Grand-Am Continental Tyre Sports Car Challenge. Hopefully we can add another first to the list by the end of the weekend."

But while a rookie to the series, Tom has no shortage of experience behind the wheel, or that of a Volkswagen. Prior to heading to North America, Drewer sampled the high horsepower of the Australian Fujitsu V8 Supercar Series while also competing in lightweight high down-force prototypes as the factory driver for West Race Cars Australia.

Drewer won the 2007 Thundersports Sports Car Championship and was offered a drive by West in the American IMSA Prototype Lites Series, where he dominated the Lites 2 category winning 10 from 12 races and the 2008 Championship. Last year, 2009, Drewer competed in the Prototype Lites 1 category and successfully tested both the American Le Mans Series Challenge car (LMPC) and a Panoz GT2 car. However, it was in the beginning of his career when Drewer found his love for VWs.

"I'm an absolute Volkswagen junkie, so it is a dream come true to be able to represent VW and APR. I think it all started because my father's Australian Formula 2 race car used a Golf engine. Back in Australia I even used to proudly wear the VW logo on top of my go-kart helmet because I love 'dubs' that much.



"For my first road car I bought a Golf - a 1976 Mk1 - which my father and I modified pretty heavily, installing a 16v engine out of a later model Euro GTI. I hill-climbed that car, and when it was time for my first true racing car we bought a Super Vee (VW powered open-wheeler), so I'm really going back to my roots this weekend."





And that he is. To support his early racing Drewer worked for an Australian APR agent, German Auto in South Australia. For the record, Drewer won the Under 2000cc Road Registered category at the 2001 South Australian Hillclimb Championships in his 1976 VW Golf GTI Mk1, was 2002 South Australian Super Vee Rookie of the Year and the 2003 FVASA Super Vee Drivers' Champion.

"I enjoyed great success in Volkswagens so I'm hoping I can continue the trend for APR and VW DriverGear in the new Mk6 GTI."

Jeff Mishtawy, Director of Motorsport for APR, shared his sentiments on having Tom join the team, "I'm really proud to have signed him. Tom has driven such a large variety of cars and has so much experience; I'm looking forward to working with him on the car. Having a driver of his calibre providing feedback to a brand new car is an absolutely ideal situation, and I'm sure we'll show that with our pace in April."

Drewer's APR VW Golf GTI will run in what is known as the ST (Street Tuner) category competing against a field including Honda Civic SI, BMW 328i, Mazda MX-5, Mazda Rx-8, Kia Forte Koup, Chevrolet Cobalt SS, and Mini Cooper S.

Sharing the car with Drewer is APR Motorsport team principal Stephen Hooks.

With both Drewer and Hooks behind the wheel, it will be a historic debut for the MK6 GTI as it's taken on track by two drivers with a deep history with Volkswagen products.

Drewer summed it up; "My first car was a Golf GTI, and so is my next. I'm returning to where it all began, behind the wheel of a Volkswagen Golf GTI. I can't wait!"

About APR: APR LLC is an automotive engineering firm operating a 3,300 m2 performance campus in Opelika, Ala. APR was founded in 1997 with a corporate philosophy of Integrity, Excellence and

Innovation. APR's Sole Mission is to provide the highest quality and most highly engineered aftermarket performance products available for Porsche, Audi and Volkswagen vehicles. Learn more at www.goapr.com

About the series: The GRAND-AM Continental Tire Sports Car Challenge features sports cars manufactured from around the world, brought straight from the showroom floor, that race side by side with only minor modifications in the area of safety. Like the GRAND-AM Rolex Series, the Continental Tire Sports Car Challenge races two classes at the same time: Grand Sport (GS) and Street Tuner (ST). The starting fields for Continental Tire Sports Car Challenge typically feature more than 60 of today's hottest import and domestic production cars, racing simultaneously and competing for both overall and class honours. Learn more at www.grand-am.com

About Tom Drewer: Drewer has been touted as one of Australia's future Le Mans winners by respected motorsport commentator and cartoonist, John 'Stonie' Stoneham. In his first year of North American competition Australian Tom Drewer dominated IMSA Lites 2 in 2008, taking the Championship with 11 pole positions, 10 wins, setting 5 lap records, all on unfamiliar circuits. This gave Tom back-to-back Championships across the Pacific after he took the Australian Thundersports Sports Car Championship for West Race Cars in 2007. Tom's driving duties were split in 2007 with seats in both the Fujitsu V8 and V8 Giant Supercar Series, the feeder categories to Australia's premier motor racing series, V8 Supercars. Tom made his transition to cars in 2002, driving Formula Vees and winning the FVASA Drivers' Championship, after a stellar karting career beginning at age 7 and once backed by triple World Champion Nikki Lauda's airline, Lauda-Air. Australia's AutoAction magazine has named Tom 'Best Overseas Rookie' in their annual awards while prestigious Wheels magazine has put Tom in their 'Hot Half Dozen Watch List' for 2009. Learn more at www.tomdrewer.com

Thanks to Guy Harding



1954 Volkswagen road test.

Sydney Morning Herald, 14 June 1954

Note- this was the first time that the Volkswagen was ever tested by the SMH and its motoring engineer of the time, Stuart Griffith B.E. The VW had made its NSW debut at the Royal Easter Show only two months earlier, and had just received a new 1200cc engine, replacing the old 1131cc engine. In the 1950s the SMH ran a regular weekly road-test of different new cars, published every Monday. They took all cars over the same mountainous 300-km route, from Castle Hill via Schofields to Penrith, Katoomba, Mt Victoria and the 'forty bends' into Lithgow, and back via Mt Tomah, Kurrajong, Richmond and Windsor and a run to Wisemans Ferry. Original measurements were all imperial, and we have added today's metric equivalents – Ed.

There is great interest in the comparison of the unorthodox German Volkswagen with the more conventional cars to which we are accustomed.

This car, designed by the brilliant Dr. Porsche, was first produced as the 'people's car' in pre-war Germany. Since then it has been developed and re-fined, without departing from the basic design which has made it so well known in Europe.

Tested over the regular 'Herald' route, the performance of the Volkswagen, as far as fuel mileage and average speed are concerned, was not really different from more conventional cars of similar engine size. Some have given better, others worse figures than the Volkswagen.

The newcomer has some outstanding characteristics. Its riding over really bad roads is exceptional, and one can drive at 30 mph (50 km/h) over washed-out dirt tracks that would reduce many cars to a crawl.

The gearshift is a driver's dream. The short central lever can be pushed between second, third and top with great rapidity and without any judgment of engine speeds.

The car has a lively tail, and care must be exercised when cornering fast on greasy roads.

Engine and gear noise within the car is noticeable but not troublesome, and disappears altogether around 55 mph (90 km/h). The body exterior is so good aerodynamically that it creates no wind noise.

The Volkswagen is, for its engine power, geared so high top that it could be described as "over-geared". This is done deliberately in the interests of fuel economy, and to prevent the car exceeding the very safe engine speed of 3,300 rpm in top.

As a consequence of this, and of its short stroke, the car can be driven 'flat-out' for any period without troubling the engine.

HILL CLIMBING: Top gear should perhaps be regarded as an over-drive to be discarded in favour of third gear for serious hill climbing. In third all but severe passes can be climbed.

The speeds on the various test hills were:

LAPSTONE: Just climbed in top at 50-25-30 mph (80-40-48 km/h).

BODDINGTON: Top gear with third for last 400 yards, at 50-20-35 mph (80-32-55 km/h).



LETT RIVER (in third): 45-35-30-35 mph (72-55-48-55 km/h).

MT. PANORAMA: Speed well sustained in second gear at 30-40-35-40 mph (48-65-55-65 km/h).

VICTORIA PASS: Third gear, with second for 100 yards only in the steep central pinch, at 40-20-30-40-35 mph (65-32-48-65-55 km/h).

MT. TOMAH (third): 50-30-40 mph (80-48-65 km/h).

KURRAJONG (west side): top, with third for 400 yards, at 50-25-40 mph (80-40-65 km/h).

The power to weight ratio of the car is low at 41.4 bhp per unladen ton. For hill climbing and acceleration purposes, top gear has the further handicap of very high gearing which yields 20.2 mph (32.5 km/h) at an engine speed of 1,000 r.p.m.

TOURING SPEED: On the winding test route I found 65 mph (105 km/h) a pleasant and easy touring speed. With scenery to be admired the car will run at 30 mph (48 km/h) in top while retaining reasonable re-sponse.

The average over the route was 46.5 mph (75 km/h). Weather was poor, with rain for most of the journey, and fog very prevalent on the mountains.

ACCELERATION: Acceleration in top gear is leisurely, and in third is reasonable.

Overtaking can be commenced in third gear from 20 to 40 mph (32 to 65 km/h), and in top from 30 mph (48 km/h).

Times for acceleration from 20 to 40 mph (32 to 65 km/h) were 15.8 seconds in top and 8.4 seconds in third.

RIDING: On ordinary main roads the riding comfort is average, and is inclined to be on the firm side.

When really bad road is encountered, the independent suspension on all wheels shows its versatility. Driven over a disused dirt road, rilled out to 7in (18 cm) gutters, the car took it at 30 mph (48 km/h) without fuss or bottoming of the springs.

Deep pot-holes can be ignored, and even corrugated roads produce little in the way of tremble.

The back seat is as comfortable as the front, and no pitch is felt under any circumstances.

CORNERING: The car remains very flat on corners, and the tyres are exceptionally quiet. Steering is light into bends and corners, and in fact there a moderate 'over-steering' tendency. This is very pleasant on dry roads, but calls for care on greasy surfaces to prevent the tail sliding.

When deliberately maltreated on loose gravel the resultant slide is not vicious, and can be quickly checked.

STEERING: The Volkswagen has steering which calls for no effort, and is quite quick at 2 5/8 turns from lock-to-lock.

Moreover, there is practically no reaction in the hands over rough roads, thanks to the worm steering box. The wheel position is fixed, but should be comfortable for most drivers.

The turning circle is reasonable at 36ft (10.9 metres).

BRAKING: The ATE hydraulic brakes are very satisfactory, giving good response with light pressures.

When coasted 2½ miles down from Kurrajong Heights, there was no fading of the brakes. This speaks well for the ventilation of the brakes, and the ample lining area of 110 sq in (709 cm²) per ton.

The handbrake, of the pull-up type between the front seats, stopped the car down Victoria Pass.

FUEL CONSUMPTION: At an average speed of 46.5 mph (75 km/h) over the mountain route, fuel mileage was 37 mpg (7.62 L/100 km). This is equivalent to 26 ton-miles per gallon, and gives a fuel range of 362 miles (583 km).

ENGINE AND CHASSIS: There are many novel features in the engineering of this car. The four cylinders are arranged as flat opposed pairs, and are cooled by a very efficient blower fan, the amount of air supplied to it being automatically regulated according to temperature.

This blower system also operates on an oil cooler, and the heated air is eventually used for warming the car interior and for demisting the windscreen in cold weather.

Bore and stroke are 77 x 64 mm, giving an 'oversquare' motor. Power output, with a moderate compression ratio of 6.1 to 1 is low at 25.2 bhp per litre, so that the engine is not overstressed.

The Solex downdraught carburettor draws its air through a rather diminutive oil bath air cleaner. No external oil filter is used, and the oil cooler will no doubt help to keep the temperature of the small capacity of the engine oil - 4.4 pints (2.5 litres) down to a reasonable figure in our summer climate.

The engine auxiliaries are right to hand when the rear engine cover is lifted. Access to the overhead valves is by removal of a wheel, and I am informed that the whole engine can be removed in 15 minutes.

The differential and gearbox are bolted to the front of the engine, and the drive is taken from the differential by universally mounted half-axles to the respective rear wheels.

The gearshift is a short lever on the central floor. The synco is perfect and allows instantaneous changes either way between top, third and second, the gear ratios of which are 3.6, 5.4 and 8.2 to 1.

The whole engine plus transmission unit is secured to a cradle at the rear end of the 'backbone' chassis frame.

Suspension of each front wheel is by two parallel trailing arms carrying the king pin between them, each arm being mounted on one of two parallel transverse torsion bars.

Suspension of each rear wheel is by a single trailing arm mounted on a transverse torsion bar. Telescopic shock absorbers are used all round.

The fuel tank, located under the bonnet in front of the car, has a magnificently large filler cap, through which one could readily pour fuel from a bucket. The cap did not leak.

BODY:- The two-door body allows access to the rear seat by means of folding front seat squabs. There is sufficient leg room, and ample head room, in both seats.

The front seats are individual, 19 in (48 cm) wide and the rear bench seat is 47 in (119 cm) wide. Seat covering is of synthetic material, and headlining is felt. The interior finish is simple, and tastefully executed.

Vision in all directions is good, and the steeply plunging declivity gives an excellent view of the road. The heater system directs a controllable supply of hot air to the front floor and to the demisters, but none to the rear compartment.

The only cool air ventilation to the car interior is by vent panels in the front windows. There is, of course, no hot engine in front. The rear side windows are fixed.

The metal fascia carries a small glovebox, the only other small stowage being flat pockets in the doors.

The speedometer is the only instrument, and is conveniently before the driver. In its face are warning lights for oil, ignition (plus fan), and trafficators, which are operated by a manual return lever on the steering column.

The screen wipers are self-parking to a repose position inclined across the screen, in true European fashion.

The starter is operated by the ignition key. The foot dipswitch is accompanied by a high-beam indicator.

There is a gallon (4.5 litre) petrol reserve, the cock of which is foot operated. The battery is beneath the rear seat.

Luggage is accommodated behind the rear seat squab, in a space which has a volume of approximately 7½ cu. ft (180 litres). With no rear passengers, hard braking caused the luggage to tumble forward past the folding rear seat squab.

The spare wheel and petrol tank are under the bonnet, the rear of which will accept as suitcase in a space of approximately 3.8 cu ft (107 litres).

SUMMARY: The Volkswagen is a four-seater of advanced design. It is very light, and so makes good use of its limited power.

It offers exceptional riding over very bad roads, and its general handling qualities are good.

The air-cooled engine in the rear is lightly stressed, and can be driven at maximum speed without harm. The high gearing which makes this possible prevents good acceleration and hill climbing in top.

The car is of handy size for city use. Its splendid suspension will fit it to rough country use, more particularly in flatter districts where its high gearing will show to advantage.

The car tested was made available by the distributors, Lanock Motors Pty Ltd.

ABOUT THIS CAR

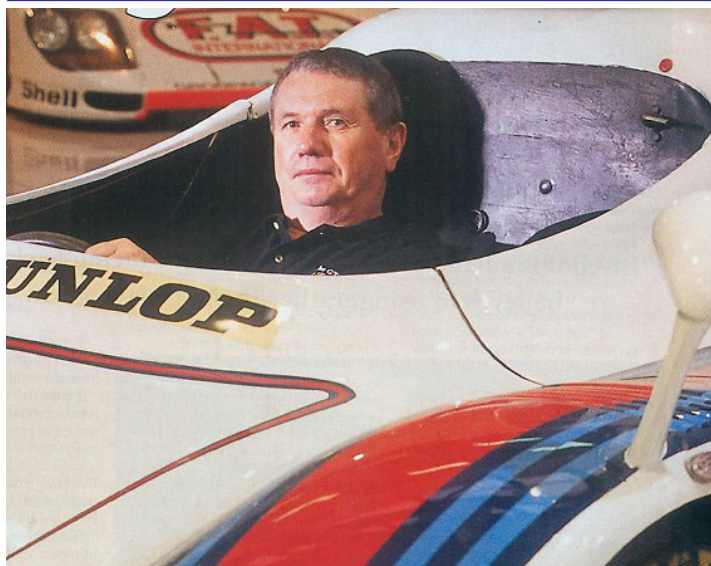
PRICES Imported Saloon £893 (incl. tax).

SIZE: Four seater, fair luggage space. Wheel-base, 7ft 10½in; track, 51 and 49in; overall length, 13ft 4in.; unladen touring weight, 14½cwt.; clearance, 6½in.; tyres, 5.60 x 15in.; tankage, 8¾gal.

ENGINE AND CHASSIS: Flat four cylinder, air-cooled engine, in rear; overhead valves. Capacity, 1192 cc; maximum power, 30 bhp (RAC. rating, 14.7 h.p.); four-speed gearbox. Central 'backbone' chassis frame.

FUEL CONSUMPTION AND AVERAGE SPEED: 37.0 m.p.g. at an average speed of 46.5 mph over mountain route.

MAXIMUM SPEEDS: Top, 68 mph; third gear, 53 mph.



Klaus Bischof – Porsche Museum, Stuttgart.

In the bowels of a vast concrete bunker, beneath a sombre grey unmarked warehouse in the suburbs of Stuttgart, lies an unbelievable Porsche treasure trove. It lies only a few kilometres from the main Porsche factory in the back blocks of the industrial suburb of Zuffenhausen.

Porsche Museum Director Klaus Bischof pulls up to the door in his 911. His headlights pierce the gloom as he punches a security code, and the solid steel firewall rises like a curtain on an ancient crypt. An amazing sight is revealed.

There, parked tightly together beneath dust covers and plastic wraps, sit hundreds of cars in row after row, spread over several adjoining rooms. They represent the essence of Porsche's history.

This is the Porsche Museum visitors don't get to see, an amazing, ever-increasing collection of more than 350 vehicles.

Some are waiting their turn to feature in the cramped, 25-car museum building that is the highlight of any factory visit to Porsche's 'Werke 1' at Zuffenhausen.

Others wait patiently to be readied for a sporting mission, such as re-enactments of the classic Tour de France and Mille Miglia; to be demonstrated and displayed at the Goodwood Speed Festival; or to be extended in full-blooded competition, such as Targa Tasmania.

Many are here simply because they are too important to Porsche's heritage to sell or discard, too shabby to exhibit, or too big a job, for the moment, to restore.

Bischof, who at 59 is the same age as the oldest Porsche car here, alone holds all the keys.

Construction is currently underway for the grand new Porsche Museum (opened in 2008), but you sense that this deceptively quiet Swabian from southeast Germany views that inevitability with mixed feelings.

Unlike his museum contemporaries at nearby Mercedes-Benz and BMW, he is a hands-on enthusiast from a racing background who believes in using, rather than simply displaying, Porsche's past.

He was a young mechanic when he joined Porsche in the mid-1960s, and his enthusiasm soon took him to the race department at a pivotal time, for fire-breathing sports racing

machines such as the flat-12-cylinder 917 were being developed.

In the first of his 21 visits to the Sarthe circuit, he was with the factory team for the 917's Le Mans debut in 1969 when it stunned everyone by leading the race for more than 20 hours before retiring.

Even sweeter was his return in 1970 as one of the two pit lane mechanics on the 917 of Hans Hermann and Richard Attwood that delivered Porsche the first of 16 Le Mans victories.

He also competed in the East African Safari with Bjorn Waldegaard in a 911SC in 1979, and in 1984 was chief engineer on the Porsche 956 that won the World Sports Car Championship.

Bischof's career as a Porsche race engineer brought him close to many of the famous names who steered those cars; Brian Redman, Vic Elford, Jochen Mass, Derek Bell, Jacky Ickx and Stephan Bellof, to name just a few, with the last two bringing him the highs and lows of his career.

At Le Mans in 1977, Bischof was one of the mechanics on the Porsche 936 in which Ickx drove the race of his life, almost single-handedly breaking a factory assault of six Renault Turbos. With less than an hour to go, the turbocharged Porsche broke a piston. It was Bischof who helped blank off the cylinder in an agonising 42-minute pit stop, then sat sweating on the pit counter while the car spluttered on five cylinders for two laps to finally claim the chequered flag.

At Spa in 1985 during the World Sports Car Championship, Bischof was team manager for another equally talented young racer, Stephan Bellof. He was a great enough driver to have set the lap record on the old long Nurburgring circuit (which still stands), but this time the weekend ended in tragedy. Bellof went straight on at high speed at the daunting Eau Rouge kink, losing his life and almost breaking Bischof's racing spirit.

His final Le Mans race was in 1989, when he was in charge of a Porsche 962 crewed by Australians Vern Schuppan and Gary Brabham, and F1 driver-to-be Jean Alesi.

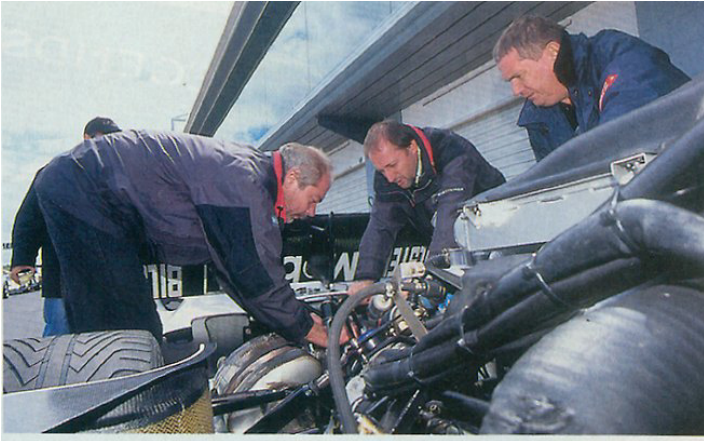
Then came an offer to be technical project director of the Mercedes-Benz E500, built by Porsche for its Stuttgart neighbour, and he willingly gave up an emotional roller coaster. It also gave him back time to spend with his family, and to develop the other interest in his life, his typically Swabian family pub on the outskirts of Stuttgart.

He was recruited back in 1993 to run the Porsche Museum, which had stalled since former technical director Helmuth Bott founded it in the 1970s. This was not an accidental appointment, as just one third of the 200 cars in the collection were running, and only a handful were fully functional for demonstrations and motor sport events.

Bischof, though, had the experience and ability to rebuild every one.

Since then, he has single-handedly turned the museum around and now about 250 of the current collection are mobile, with more being reborn each year as part of Bischof's systematic plan to breathe life back into all the old Porsches in his care.

The collection is also expanding by natural evolution as, following an original plan, the museum now inherits the last chassis number of each production model as well as the last prototype of each new Porsche. Bischof also gets a



Bischof plans to bring more museum cars to Australia in the future

selection of last season's competition cars from the race department for the museum's growing collection.

From this rich and almost endless supply, he has to maintain the ever-changing public display and prepare and maintain vehicles for a select number of special occasions, historic events and displays around the world.

It's a daunting brief, considering that the total staff at the Porsche Museum Department numbers just one, Klaus Bischof, but then he only has one boss as he's directly responsible to Porsche CEO, Dr Wendelin Wiedeking.

"I am in an unusual position," Bischof said. "At times I represent the company at major events, such as the Goodwood Festival of Speed (where he served up a spectacular display of five Porsche Le Mans winners), or Pebble Beach; sometimes I am driving very special cars in demonstrations, and at other times I have to work through the night on them.

"Sometimes I do everything in one day, such as recently when I prepared some museum cars for a Porsche family function and then had to get under a car in my dinner suit when it refused to start at the function.

"I started as a technical man, so for me it's normal to keep cars running," he said proudly.

"I have worked on every model production and racing Porsche built since 1967, so I can rebuild every car in the museum if need be."

Bischof's solid motor racing background has also been the driving force behind Porsche's increasingly active presence in historic motor sport in recent years, including Targa Tasmania, where the Porsche Museum has had an official presence since 1996.

"We want to show people how good Porsches really are and to do this, the cars must run," Bischof said.

"It is also very important to have the right people with them, drivers such as Walter Rohrl, Bob Wollek, Jochen Mass, people who can drive them the way they were designed to be driven."

Bischof's love affair with Australia, and Tasmania in particular, began during a private holiday to the 'Apple Isle' not long after he became director of the Porsche Museum. He met a local Porsche dealer, John Pooley, who enthused Bischof so much about Targa that he decided to take a closer look.

The first exploit in 1996 with ex-F1 driver Jochen Mass driving the 1960 Targa Florio-winning RS60 Spyder resulted in a handicap and class win.

Twice ex-World Rally Champion Rohrl arrived in 1997 in a 1983 911SC RS to finish fifth outright and take his class, then followed a 1960 356 Carrera GS/GT in 1998 for Australian Peter Fitzgerald to claim outright victory in the new Classic competition.

In 1999 the 911SC RS returned with Le Mans veteran Wollek to finish 10th outright in the Modern competition, and take another class win. In 2000 it was Rohrl's turn to reappear, this time in the 356 Carrera GS/GT fitted with a potent 138 kW Fuhrmann quad-cam Porsche engine, but mechanical troubles robbed him of an almost certain Classic victory.

Bischof himself has also been part of Targa Tasmania, as a competing mechanic aboard equally fascinating cars from the museum such as a rare 1953 356 America Roadster in 1998 and a superb ex-Targa Florio 356B 2000GT in 2000.

"Targa is the world's hardest historic motor sport event," Bischof says, "which is why I never have any problems attracting top drivers like Walter, Bob or Jochen. Nowhere else can they drive so fast for so long in rally top cars. Targa is also a really good event for the museum because of the enthusiasm of the local Tasmanians and their support. It seems as if all of them are standing beside the road and waving at us."

Bischof was also responsible for the amazing eight-car display in Melbourne for Porsche's 50-year celebrations in 1998, and the brace of 911 GT1s, including the 1999 Le Mans-winning car, that visited Australia during the millennium celebrations in 2000.

Bischof's favourite Porsche out of so many he holds the keys to? The 820 kW 917-30 that blitzed the Can Am series in the early 1970s.

"This is a really special car which you will only find at Porsche," he said. "It is because of cars like this that we will always attract drivers like Rohrl and Wollek. They can get more money somewhere else, but only with us can they drive a Porsche."



Put your thermostat back on.

Do it.

Without it, you've saved yourself the 'hassle' of assembling and adjusting the components. Your Volkswagen will still run without it; the warmer your climate, the better it will run. And if you're running a full-flow oil filter, the main bearings will last almost as long.

But that's it; that's the limit of the 'benefits' you'll receive from re-designing the Volkswagen engine, because that's what you've done; you've told generations of superbly qualified VW factory engineers to stick it in their ear, that you know a better way to do it. Unfortunately, without the thermostat your jugs will wear like a bitch, as will your valve guides; you'll burn more petrol, suck a lot of oil and have a hell of a time passing your smog check. Of course, all the experts in the glossy VW magazines say no thermostat is a wizard idea, along with blue coils, see-thru distributor caps, yellow wires, shiny chrome, itty-bitty fan pulleys and all the other bitchin' tricks that made them rich and famous as manufacturers of automobiles.

What's that you say? They haven't actually made any cars?

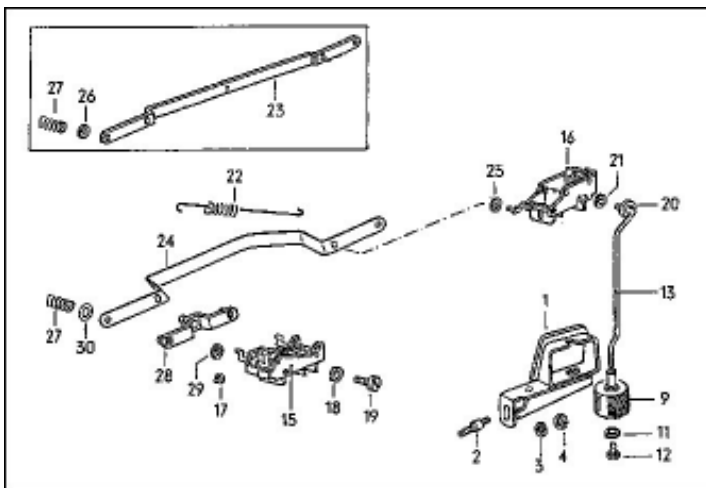
Oh. Well, then make them famous as builders of winning race cars. What's that?

Ge... you mean all they do is talk about it?

Ummmmm.....

Put the thermostat back on. To a real mechanic, anyone who builds an engine without a proper cooling system - and that includes a thermostat and air-vanes - is like a guy going around with his fly undone.

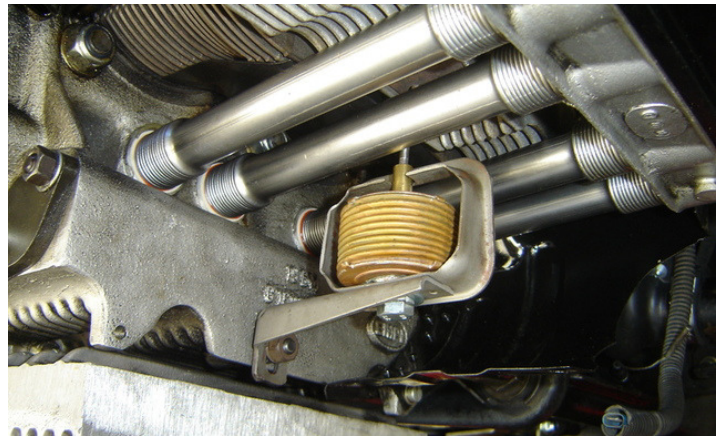
Here's how to do it.



You need a fan shroud with a working set of air-vanes. The connecting-rod across the front of the fan shroud connecting the air-vanes together. Plus the spring that holds the air-vanes open. The right-side set of air-vanes must have a thermostat link-rod.

Under the engine you need the thermostat bracket and the thermostat.

To install, make sure the thermostat link-rod slides down through the head and projects between the push-rod tubes under the engine. Secure the fan shroud and generator (I'll assume you took the opportunity to replace the modified intake manifold).



Under the engine, reach up and thread the thermostat onto the link-rod. Run it all the way up. Now put the thermostat bracket onto the thermostat. Make sure the base of the thermostat fits the opening in the bracket, which is flat-sided to prevent the thermostat from unscrewing itself as it expands and contracts. Now pull down on the whole assembly and fit the bracket over the stud on the side of the sump. Install a flat washer, a warpy washer and a nut. Pull down on the assembly until the air-vanes are fully closed.

Don't over-do it. Tighten down the nut securing the bracket.

I'll assume you tested the thermostat before you did all of this, and that your engine has all its tinware. The lower tin provides a plenum that insures the thermostat is bathed in heated air from the cylinders and heads.

Adjusting your thermostat is pretty simple. Remove the bolt securing the thermostat bellows to the bracket. The engine should be cool and the thermostat bellows fully closed when you do this.

With the bellows free in the bracket, loosen the nut holding the bracket to the stud that projects from the side of the crankcase. You want to be able to slide the bracket up & down but the nut must be firm enough to hold the bracket in position when you let go. Now check your flaps to make sure they are fully open. The procedure here varies according to the year you have. The basic idea is that when the rod attached to the bellows is pushed up the flaps will be pushed open, so one way to check is to simply push the rod up as far as it will go. It should stay there, thanks to the spring attached to the connecting rod linking the two pairs of flaps.

Fully up . . . fully open . . . is the hot position.

Notice how the bracket completely surrounds the bellows? What you want to do is cause the upper part of the bracket to just touch the upper part of the bellows. In practice, the bracket serves to prevent the bellows from expanding too far, which can cause the bellows to crack.

When you have the bracket properly positioned, tighten down the nut on the stud in the side of the crankcase.

Now comes a bit of fumbling. Reach up, grasp the bellows and pull it down, rotating it as needed to cause the flat-sided boss on the bottom of the bellows to mate with the hole in the bottom of the bracket. The flat-sided boss prevents the bellows from rotating, which would cause it to unscrew itself from the actuating rod.

If the bellows can't be pulled down far enough to mate with the bracket, you can back-off a few turns from the rod. But be sure you have at least six full threads of engagement (more is better).

Once the bracket is secured in the proper location, slid a warpy washer, then a suitable flat washer, onto a short M8x1.25 bolt, and thread it into the hole on the bottom of the bellows. The flat washer must be large enough to span the boss on the base of the bellows and contact the bracket, otherwise the thing will simply spring back up. Make sure the flat side of the boss on the bottom of the thermostat is properly mated with the hole in the bracket, then tighten the M8 bolt to about 8 ft-lb.

That's all there is to it. The first time you do it, take as long as it takes. Once you've done it a few times, it takes only a couple of minutes to set the adjustment.

When pulling the engine for maintenance that involves removal of the fan shroud, it's usually most convenient to remove the thermostat from its bracket and to unscrew it from its rod as part of dropping the engine, when the vehicle is hoisted up and there is room to get at the underside. For the same reason, it makes good sense to hold-off re-installing the thermostat and lower tin-ware until you replace the engine in the vehicle.

The short bolt and large-diameter flat washer used to secure the thermostat to its bracket are unique. It's a good idea to keep them with the bellows.

Yes, it's fiddly. But VW knew what they were doing when they installed it at the factory, and a good VW owner keeps it that way. The bottom line is that your engine warms up faster, idles better, runs sweeter and lasts longer.

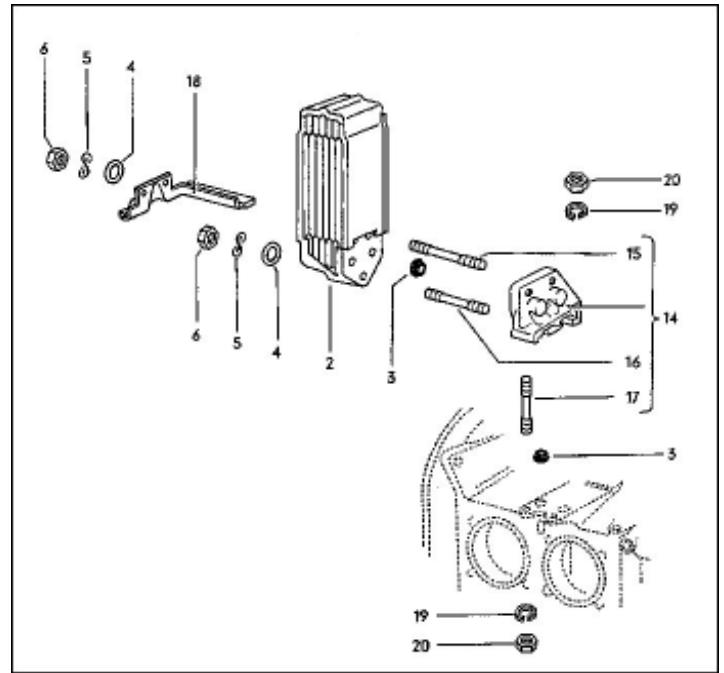
On the other hand, you may wish to leave it off, unzip your fly and make your personal style statement to the VW world.

Bob Hoover

Cooling system.

Although the Fresh Air VW fan shroud does not use engine cooling air for cabin heat (shown by the geometry of the fan shroud and the position of the internal air vanes), leaving the Fresh Air heater outlets open will cause a pressure drop that will reduce the engine's capacity to cool itself. The Fresh Air outlets must be blocked or connected to functional heat exchangers (that is, heater boxes that aren't rusted-out).

Hoping to improve the cooling of upright engines, I once ran some experiments with the Fresh Air outlets blocked off, different oil cooler configurations and so forth. Blocking



the heater ducts provided no additional engine cooling, whereas leaving them open caused a sharp rise in cylinder head temperature (CHT) and oil temps.

Removing the screen from the upright oil cooler, a fairly common practice at one time, reduced the CHT measured at #3 cylinder but produced a rise in oil temp. Apparently the screen acts as a turbulence generator, allowing the air to pick up a bit more heat as it passes through the fin-less cooler.

Removing the up-right oil cooler from the fan shroud and mounting an external cooler over the cooling air inlet produced dramatically lower cylinder head temps for #3 and #4 cylinders as well as lower oil temps. A small air dam must be installed in the fan shroud at the bottom, near the location of the missing cooler to insure adequate air-flow to the #3 and #4 cylinder head.

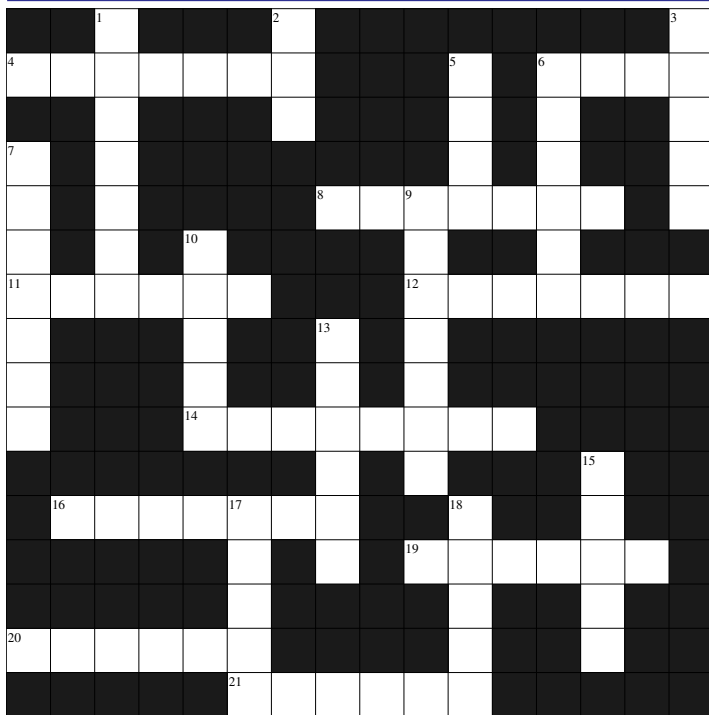
Mr. Gene Berg's claim that removing the upright cooler caused a rise in temperature may have been due to his failure to include the air dam. I was not able to reproduce his results with the air dam in place. Even without it, oil temp was lower than before although CHT on #3 rose slightly.

Assuming the timing and carb to be correctly set and the lower cylinder air deflectors are in place, if an early engine has a chronic cooling problem it's wise to inspect the oil pump for wear. A worn oil pump reduces both pressure and rate of flow, and the effectiveness of your oil cooler depends on flow rate. Replacing the up-right style cooler with the later model dog-house cooler is the best solution of all. (The dog-house style cooler appears to be about four times as efficient as the up-right cooler.)

The other most common cause of overheating is failure of the engine compartment seal. When in motion the air under the vehicle is at a higher pressure than the air over the rear window and deck lid, allowing the engine to re-circulate the heated air from under the vehicle.

If the vehicle is habitually parked near trees the cooling problem might also be due to leaves blocking the fins on the cylinder heads.

Bob Hoover



Club Veedub Crossword.

Across:

4. A NSW country town near Yass where the Canberra Chapter will be visiting
6. This is the only member of the Volkswagen Group that has ever won the World Rally Championship
8. The Canberra German Autofest car show was located on the lawns near the National ...?
11. VW's compact SUV model, currently the second-best selling model in the Australian VW lineup
12. A Euro-spec VW Transporter that has been especially built for off-road driving
14. A Car Show and Swap Meet to be held at the Hubertus Country Club in November
16. Klaus Bischof is the museum curator for this famous car company
19. The NSW town where a nice car show will be held at the Chevalier College
20. The former walled capital city of Germany
21. The sportswear company that is sponsoring the latest limited edition Golf GTI

Down:

1. This large VW SUV has just been released in a high performance 'R' version
2. This component is driven by the engine and cools VW engines
3. The British Major in charge of the Wolfsburg Motor Works, 1945-49, was Ivan ...?
5. The best reason to visit the Oktoberfest at the Hubertus Club
6. Volkswagen's new double-cab pickup truck, to be released in Australia early in 2011
7. Volkswagen's current hi-tech 4x4 system, used in a variety

- of their models
9. The Sydney suburb that hosts the Spring Festival and car show
10. Volkswagen will be aiming for a hat-trick in this ultra-tough rally in 2011
13. This British company once made the 'Matchbox' series of model cars
15. VW air-cooled thermostats pull on a connecting rod and they open and close a set of ...?
17. Volkswagen sells more vehicles each year in this country than any other
18. Don't forget to come to this man's Picnic Day on 24th October

Last month's crossword.



"Yeh, it runs a lot better now but the gas mileage has decreased somewhat!"

Advertisement

VOLKSWAGEN

the wonder car with the "years-ahead" design — ACCLAIMED by the EXPERTS

- "Luxury car" ride from torsion bar suspension.
- Amazing efficiency from air-cooled rear motor.
- Over 40,000 Volkswagens have travelled over 60,000 miles without major repairs.

VOLKSWAGEN — winner of the 1955 Redex trial — astounded the experts. After a tour equal to 60,000 miles of normal running Volkswagen — the wonder car — needed no major repairs. Even experienced driver Laurie Whitehead was astonished. He said: "The Volkswagen did an incredible job." Whitehead was particularly impressed with these two features of the precision engineered Volkswagen —

Luxury Suspension:

A Volkswagen can hit a drain 18" deep and 2' wide at 40 m.p.h. and just climb out of it with no more than a small jolt. The secret? Volkswagen's torsion bar independent 4-wheel suspension — perfected by Volkswagen and only now being incorporated in the most expensive overseas makes.



"Ran like a Swiss watch all the way", says

Laurie Whitehead
Winner of 1955 Redex trial

Simple, efficient Engine:

Volkswagen's big bore, slow revving engine means less wear — many Volkswagen owners have travelled 150,000 miles with the same engine. It means greater mileage — a guaranteed 38 miles per gallon. And Volkswagen's air-cooling system does away with many problems of water-cooling systems.

On the Redex trial Volkswagen was backed up everywhere in Australia by super service. Every Volkswagen owner can depend on the same service efficiency wherever he goes.

Specially trained mechanics work with a Volkswagen designed tool-kit and spare parts are always in full stock.



Above is the Volkswagen Family Sedan. Its brilliant bodied lacquer finish lasts and lasts, and dashing shades are Surf Green, Mountain Blue, Arnhem Black, Coastal Ivory, Moody Tan, Gurnah Grey.

Over one million Volkswagens have been sold!

VOLKSWAGEN is an international success. These authentic testimonials from the four corners of the globe prove the promise — Volkswagen is a wonder car.

From Saudi Arabia:
"A trip was made from Dhakran to Abqaiq, then to Ain Dar Oil Fields, and then the road ended. We drove for 6 hours in complete soft sand desert — temperature was 118°F. No other car than the Volkswagen could have brought us safely back to where we started, because these areas are only travelled with special big trucks equipped with special features."
—Najidi Abu Khadra.

From America:
"Zipping around the countryside in my white Volkswagen makes me feel 20 years younger. What more can you ask of transportation?"
—Miss Marjorie Thornball, American Television Commentator.

From Denmark:
"Before I purchased a Volkswagen I owned a car which ran 8,800 miles and I had to spend about £100 on repairs. My Volkswagen, which I have driven more than 60,000 miles, has cost only £20."
—Autocentralen Danish Newspaper.

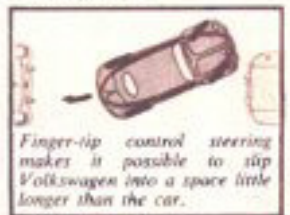
In Australia:
At the Annual West Australian Fair there were 20 times as many prospective customers visiting the Volkswagen stand as there were visitors to the stands of other automobile makes. —Western Motors Ltd.

"So easy to drive, so safe, so smart," say women motorists

THE Volkswagen, winner of the world's most rugged reliability trial, is popular with women, too — because it's a joy to drive. Nestle into the comfortable seat and the gear lever is right at your left hand — mounted on the floor for extra convenience. Gear changing is child's play because 2nd, 3rd and 4th are synchronized. No wrestling with unwieldy steering, either — flick your fingertips and the Volkswagen nips around the sharpest corner.

The Volkswagen is safe to drive — the streamlined design means less wind resistance on open roads—the sloping bonnet gives true all-round vision.

Styled years ahead! Volkswagen's functional lines keep Volkswagen new for years longer.



Finger-tip control steering makes it possible to slip Volkswagen into a space little longer than the car.

At £893 (incl. sales tax) Volkswagen is undoubtedly Australia's best car value — it's the wonder car.



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