

# Zeitschrift



VW Amarok at the Sydney Motor Show.

## November 2010

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Canberra Boorowa run  
Boars on the Autobahn  
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Joe Cook VW drag bike  
Plus lots more...



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

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



# Club VeeDub Sydney Committee 2010-11.

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<b>Vice President:</b>	Bill Daws bill.daws@bigpond.com	0419 431 531
<b>Secretary and: Membership:</b>	Bob Hickman hicko@iinet.net.au	(02) 4655 5566
<b>Assist. Secretary:</b>	David Birchall david@clubvw.org.au	(02) 9534 4825
<b>Treasurer:</b>	Martin Fox martin@clubvw.org.au	0411 331 121
<b>Editor:</b>	Phil Matthews philjmatthews@optusnet.com.au	(02) 9773 3970
<b>Webmaster:</b>	Aaron Hawker the_hawk@vwwatercooled.com	0413 003 998
<b>Book and DVD Librarian:</b>	Danny McFadden danny.mc1@hotmail.com.au	(02) 9792 2586
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<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	John Ladomatos johnladomatos@7mail.com	0449 236 076
<b>VW Nationals Committee:</b>	David Birchall Bob Hickman Leigh Harris Bill Daws Matthew White	(02) 9534 4825 (02) 4655 5566 (02) 9533 3192 0419 431 531 0423 051 737
<b>Motorsport Captains:</b>	Cameron Hart cameronhart@ozemail.com.au Herb Gutmann	0407 003 359 (02) 9428 4099
<b>VW Motorsport Committee:</b>	Brian Walker David Carter	Rudy Frank Norm Robertson (JP) Jeff Dunn
<b>General Committee:</b>	Ron Kirby Wayne Murray Ray & Shirley Pleydon Ken Davis	Laurie & Gwen Murray Grace Rosch Belinda Harris Mike Said
<b>Canberra Committee.</b>	<b>Chairman:</b> Mark Palmer <b>Vice Chair:</b> Bruce Walker <b>Secretary:</b> Megan Wadey <b>Registrar:</b> Ian Schafferius	0416 033 581 0400 119 220 0415 567 541 0434 717 093

## Club VeeDub membership.

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

## Monthly meetings.

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

## Correspondence.

Club VeeDub Sydney or Club VeeDub (Secretary)  
PO Box 1135 14 Willoughby Cct  
Parramatta NSW 2124 Grassmere NSW 2570  
[info@clubvw.org.au](mailto:info@clubvw.org.au)

## Our magazine.

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

Views expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine. Back issues are available from the Secretary, or in PDF format from the Editor at the monthly meeting - please bring your own USB stick.

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

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

## We thank our VW Nationals sponsors: 23 years.

Volkswagen Group Australia	Klaack Motors
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Classic Vee Dub	Wolfsburg Automotive (VIC)



3rd Annual

# Rodstock

Car Show & Swap Meet

**SUNDAY 21st NOVEMBER 2010**

Hubertus Country Club  
205 Adams Rd. Luddenham



**TROPHIES  
LIVE BANDS  
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PRIZES**



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

# It's been rescheduled!

# Boris' VW Picnic Day & Swap Meet 2010

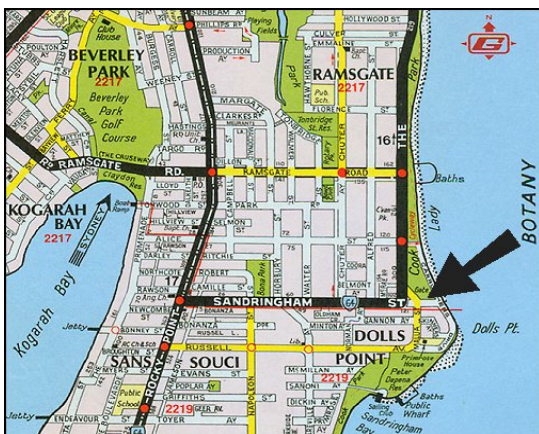
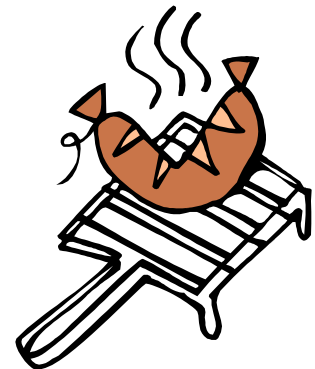
**\*\*\* Same great venue - without rain \*\*\***

**When: From 9:00am Sunday 5th December 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.**

- 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 - both air and water-cooled, VWs old and new.
- Polish your VW for the summer and have a fantastic day!



Presented by Club VeeDub Sydney

Sponsored by Vintage Vee-Dub Supplies  
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0415 957030 (in case of rain)



## VW Watercooled Summer Cruise 2011

### Sunday January 23

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 10:00am to start the cruise at 10:30am finishing at Stanwell Park by around 12:30pm. Or you can just meet us at Stanwell Park if you prefer.

There are BBQs available, or just bring your own picnic basket and Esky. The local kiosk is also recommended. Families & kids are welcome, as the beach area has playground equipment and plenty of space to run!

**Aaron - 0413 003 998**

# NRMA MOTORFEST® 2011



## Celebrating 26 Years

In 2011 NRMA Motorfest® celebrates twenty-six years of showcasing Australia's love for all things automotive.

From its start in The Rocks in 1986, NRMA Motorfest® has grown to be one of the largest annual motoring displays staged in the Southern Hemisphere with over 1,000 veteran, vintage and classic cars, commercial and military vehicles plus motorcycles and other vehicles on display in Sydney on **Australia Day (Wednesday 26 January 2011)**.

## NRMA Motorfest® 2011 Registration

To be eligible to participate in NRMA Motorfest® 2010, your vehicle needs to be at least 20 years old, meaning it must have been built before 31 December 1990.

If your registration is accepted you will receive a letter confirming arrival times and set-up details in December.

Entry will be accepted on a first-in basis, depending on the number and variety of vehicles. Applications have already closed (late October) but last year's entrants have already received their invitations.

To register, go to [www.mynrma.com.au](http://www.mynrma.com.au), select Community Partners, and NRMA Motorfest. Our club is **Club VeeDub**.

## Set-up & pack-up

Assembly of vehicles will commence at the Domain Car Park from 6:00 am. Free breakfast will be provided at the Domain Car Park forecourt by the Rotary Club of Granville. Toilet facilities will be available.

Vehicles will travel in convoys from 7:00 am to their designated display positions. Club VeeDub is normally on St James Rd near the church.

NRMA Motorfest® marshals will assist drivers to position vehicles according to the space available. If marshals have to change the allocated position of a vehicle during set-up, drivers are requested to obey the marshals instructions at all times.

Entrants displaying flags or banners must affix them to their vehicles only and not to fences or buildings.

For crowd safety reasons vehicles must stay in their allocated position until 5:00pm.

## Activities during NRMA Motorfest®

The Australia Day Council of NSW will provide a full program of entertainment throughout the day. There are lots of stalls, shows, activities and fun events all day for all the family.

Information about NRMA Motorfest® will be available from Australia Day and NRMA booths located throughout the precinct. Updated information for the day's activities will be available in December.

## What you will receive prior to the event

An information kit and an NRMA Motorfest® sticker designating your location.

## What you will receive on the day

A free BBQ breakfast at the assembly area, an NRMA Motorfest® map and an NRMA Motorfest® 2011 medallion.

Any vehicle accepted to display in NRMA Motorfest® and travelling to or from the event on Wednesday January 26 2011 will receive free roadside assistance.

## What to bring

Your NRMA Motorfest sticker, without which you will not be allowed entry.

Sunscreen / Raincoats - NRMA Motorfest® goes on rain, hail or shine.



## Participation in NRMA Motorfest® is FREE.

Registration is on a first in basis depending on the number and variety of vehicles. Last year's entrants will have already received their invitations. Late entries will not be accepted due to space limitations; please phone to confirm availability if you have not already registered.

Show enquires to John Flower 0403 442 046

**Classic Volkswagens wanted !**

## Von dem Herrn Präsident.

It was with regret that we had to cancel and postpone Boris' Picnic Day due to the terrible weather on that day. The venue is completely open to the elements so it would have been impossible to have any sort of event that day. The wind howled in off the bay and drove the rain with it. It was impossible to even get out of the cars without getting wet.

This was the first time in the club's history that we have had to take that sort of action, and we have had some dreadful weather affected events in the past.

My apologies to everyone who made the effort to turn up only to find that the event was cancelled.

The good news is that with a lot of work by David Birchall we have managed to reschedule Boris' Picnic Day to Sunday 5th December. If the weather looks at all doubtful please call me or another committee member to check that it is on. Surely we can't be that unlucky again...

The Southern Highlands Motorfest at Bowral was also threatened with rain but it turned out to be a nice day. There is a report and photos in this issue.

There are still a few other activities coming up. Rodstock at the Hubertus Club; Day of the VW in Melbourne; the Flat Four cruise and our legendary Christmas MEETING to name a few. Check the events calendar for more details.

Please bring a wrapped present to the value of \$5-\$10 to the Xmas meeting to get your ticket for Santa's gift and a free drink.

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

Steve Carter



## Kanberra Kapitelreport.

At the most recent Club VeeDub Canberra Chapter meeting, the attending members turned their attention to the upcoming calendar of events for Club VeeDub members in Canberra and surrounds.

Roughly one event per month is available to Club members (and occasionally events are open to non-members too). For your diaries, the below schedule is planned, and we hope to see lots of Club VeeDub members throughout 2011!

- 21/11/10: Marques in the Park
- 18/12/10: Christmas Light Run (Club Members only)
- Late Feb 2011: Captain's Flat pub run (Club Members only)
- 12/3/11: Boorowa Show and Shine
- 27/3/11: Wheels
- April 2011: Canberra VW Centre BBQ & Demonstration (Club Members only)

- 25/5/11: VW Nationals – cruise to Sydney (Club Members only)
  - June 2011: Tentative: joint event with Porsche Club (Club Members only)
  - 14/7/11: Club VeeDub AGM – cruise to Sydney (Club Members only)
  - Aug 2011: Beetle Exchange Demonstration Session (Club Members only)
  - 17-18/9/11: Autofest Weekend
  - Oct 2011: Tentative: Advanced Driver Training Day (Club Members only)
  - Nov 2011: Marques in the Park
  - Dec 2011: Christmas Lights Cruise (Club Members only)
- Please keep an eye on the Klub Kalender for coming events, or go to [www.canberravw.com](http://www.canberravw.com) for more info.

I wish to thank Iven Laufer for taking over the Secretary role until our next local AGM – I am stepping down from the Canberra Chapter Secretary position due to personal commitments over the coming months and it is great to know that Iven will continue to keep the Canberra Chapter members updated on events and information.

If you are a Club VeeDub member in the Canberra region not receiving emails but would like to, please update your email and Canberra Chapter status details with Bob by emailing [hicko@iinet.net.au](mailto:hicko@iinet.net.au).

Canberra Chapter members, please keep an eye on your email inboxes for further details of Club events from Iven.

Megan Wadey



## Klub Kalender. November.

**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:- Canberra Marques in the Park.** Meet at Russell at 9am for a cruise to the event - open to all enthusiasts. The event is at John Knight Park, Belconnen from 10am to 3pm. Entry to the Park is via Lake Ginninderra College carpark. Entry is free. Food and drink stalls will be available. Contact the Canberra Chapter for more info.

**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](http://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.

**Sunday 5th:- Boris' Picnic Day 2010** at Cook Park, Dolls Point, right beside Botany Bay. Last time it was rained out, so it's been **RESCHEDULED !!** VW display, VW swapmeet, club stand, BBQ sausage sizzle. Shine up your VW for summer and enjoy a (sunny) day by the Bay. All VWs welcome, old and new. \$5 entry, \$10 for swappers. Phone Boris on (02) 9789 1777 for more info - or David on the day if the weather is threatening - 0415-957030.

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

**Thursday 16th:- CLUB VW MONTHLY MEETING and XMAS PARTY 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. This month is our club Xmas Party. Please bring a wrapped present (\$5-\$10) to receive a prize ticket and free drink. 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 2011**, 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.

**Saturday 19th & Sunday 20th:- Portland VW Drags 2011** at Portland Raceway, VIC. Pre-entry for racing is mandatory. Entries close 11th Feb. Also street parade and show n shine.

**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.

## March.

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

**Sunday 6th:- Thirlmere Festival of Steam 2011** at Thirlmere, NSW. Steam train rides, steam museum, model railways, bands, dancers, food and drink stalls, kids rides, traders, classic car display. **Club VW convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45 departure.** Arrive by 9:30, street parade at 1 pm.

**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.

**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](mailto:info@clubvw.org.au)  
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. All ads will be published here for two months.

All published ads will also appear on our club website, [www.clubvw.org.au](http://www.clubvw.org.au) Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

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

## New Ads.

**For Sale:- 1991 VW T3 Caravelle.** 7-seater, sliding door. Cream-white paint. Luxury cloth seats, carpets. No rust, most straight body. 2.1-litre VW engine, automatic trans. Serviced by Gary at VW Classic, Kirrawee. 301,000 km. Rego until Feb 2011. \$4500 ONO. Phone Terry on (02) 9756 4911 during business hours, or 0411 235333.

**For Sale:- VW Golf Mk5 2005,** Comfortline. 2.0-litre FSI, as new. Metallic blue paintwork. Auto trans, alloy wheels. Rego expires 02/11. \$16,980 ONO. For inspections phone 0401418009.

**For Sale:- VW Beetle, 1969.** Rego until 3/11. Very good 1600cc motor and gearbox. A little beauty, an excellent car! Suit VW enthusiast. \$5500 ONO. Phone 4994 5293.

**For Sale:- VW Golf 1.6 Mk4 2002 model,** 5-door hatchback. 4-speed automatic, dark green, 78,000 km, air-con, CD, dual airbags, ABS, power steering, central locking, power windows, alloys. Great condition. Rego til 5/11. \$10,000 ONO. Phone (02) 87194600.



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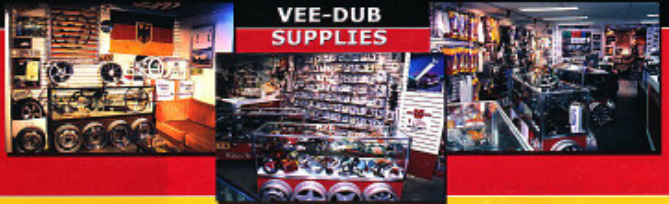
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**For Sale:- VW Jetta 2.0 FSI**, 2006 model 1K. 6-speed auto, silver duco, 111,700 km, T-bar auto, excellent condition. Rego til 2/11. \$16,990 ONO. Phone 0466508662.

**For Sale:- VW T4 Transporter 1996/97**. 5-speed manual, good tyres, runs well. Ideal trade van! Cream paintwork. Needs rego and plates. \$4,000 ONO. Phone 0413908844.

## 2nd Month 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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## New VW Head Office at Chullora.

Chullora will become the new corporate headquarters and distribution centre for Volkswagen Group Australia.

Volkswagen will relocate its head office from The Lakes Business Park at Botany, to Chullora as part of a \$28.5 million development in Muir Road, Chullora, after approval was granted by the State Government's Joint Regional Planning Panel. It will be Volkswagen's third HO since the Group was established in 2001.

The new Australian Volkswagen HO will be just behind the RSPCA on Rookwood Rd, and just around the corner from our Club's monthly meeting venue at Yagoona. Located within the Chullora Technology Park, the new Volkswagen site will include the construction of a three-storey head office building, international training centre, service facilities and a warehouse distribution centre.



Volkswagen Group Australia PR general manager Karl Gehling said the site would combine four sites across Sydney, improving company efficiency and eventually employing 200 people.

The warehouse distribution centre, relocated from current temporary premises at Homebush, will mean five to six container movements between Port Botany and Chullora every day. Mr Gehling said trucks would use the M5 motorway, but from a local traffic perspective there would be little change as the trucks currently run the same route to Homebush.

Bankstown Mayor Tania Mihailuk said the relocation of Volkswagen to Chullora would contribute to the local economy and create jobs.

"The easily accessible and central location of the Chullora Industrial precinct has already attracted a large number of private organizations, including Tip Top, News Limited, Fairfax Printers, Railfast, Dick Smith Electronics, Primo Smallgoods and the Chullora Recycling Facility, who are all currently operating out of Chullora."

The Volkswagen national training facility will also be the main centre of training for the Volkswagen national dealership network and the Volkswagen apprenticeship program. It will be light-years ahead of VW's first dealer training school, which was established in the Lanock Motors dealership at Five Dock in the 1950s.

Earthworks have already begun at the Chullora site, and the warehouse is expected to be completed by the second half of 2011.

## VW to double Australian sales.

As previously reported, Volkswagen is aiming to overtake Toyota to become the world's largest car company by 2018. At the Paris Motor Show in October, executives from Volkswagen AG made it clear that the company believes the brand still has much work to do in Australia.

"I think the sales volume (in Australia) is still weak," VW development chief and board member Ulrich Hackenburg said. "We have a lot of potential to grow in Australia. We are still not at the level we want to be. If you see the market share, it is not on the level of our other global markets."

Volkswagen's local market share has grown steadily since the make was relaunched from scratch in 1989 after ten years in the doldrums. From just 48 Transporters sold in 1987, VW's all-time low point under then-importers LNC Industries, VW reached 8,200 sales by 2000 under a series of private importers such as Ateco, TKM and Inchcape.

In 2001 VW Germany took over the local operation and created today's Volkswagen Group Australia, fully owned by VW Germany. Sales reached 15,700 in 2005, 21,500 in 2006 and 27,400 in 2007. Last year sales were 30,087, the second-highest of all time (behind only 31,419 in 1964 when VW had a manufacturing plant in Melbourne), and 3.6% of the market. Volkswagen has been Australia's 10th-most-popular brand for four years now.



Volkswagen Group Australia's managing director Anke Koeckler says it plans to respond to demands from their German parent and will double its current sales over the next few years.

"You can assume that we have the opportunity to double volumes from where we are right now, and to go forward," she says. "With all the new product, which is coming, there are a lot of opportunities."

In October VW launched the new entry-level 77TSI Golf and updated the Eos (see below), with the Polo GTI to follow shortly. The much-anticipated Amarok pickup truck will follow in 2011, as well as the updated Touareg and Jetta. Fuel efficient models such the BlueMotion Golfs and Polos are a possibility, as well as the micro-sized Up! There are also

unseen European models such as the Touran, Sharan, Golf Plus, Phaeton and the beautiful Scirocco to consider.

“Now we have a better situation with the currency, it might be a possible opportunity to get these cars in Australia. We are happy to do that, because it gives us another model and another price point.”

However VW will need to enlarge and improve their Australian dealership network before sales can reach Mazda or Hyundai levels. There are still many large NSW country centres such as Armidale, Bathurst, Grafton, Broken Hill, Lithgow and Goulburn that have not had a Volkswagen dealer since the 1970s, let alone smaller towns like Parkes, Narrabri, Bega, Nyngan, Coonabarabran, Young, Narrandera, West Wyalong, Glen Innes and so on that also once did. The situation is similar in other states – no VW dealers in Ballarat, Benalla, Warrnambool, Traralgon, Swan Hill or Ararat in Victoria, and in Queensland - apart from Toowoomba - there are no inland country VW dealers at all.

The capital city situation is only marginally better. Sydney still has no VW dealer in the entire Bankstown-Canterbury or St George-Hurstville areas, none in the affluent city area, eastern suburbs, lower north shore and northern beaches, and none in the huge growth areas of Castle Hill-Rouse Hill-Windsor. Two dealers – Blacktown and Thornleigh – only sell VW Commercial Vehicles. Four other dealers – Chatswood, Five Dock, Sutherland and Waitara – only sell VW Passenger Cars – a ridiculous situation. And apart from Barloworld, every other Sydney dealer is a ‘shared’ dealer with other makes, with VW only a small additional part of their business.

There are no impressive ‘flagship’ Volkswagen dealerships like the huge Audi centre at Rosebery. The sole VW dealer for the entire Sutherland Shire, for example, is so small and so overshadowed by their other makes that you can drive right past without even seeing it.

Volkswagen dealers need to be VW people first, dedicated to selling, supporting and servicing Volkswagens first, before the company can be considered a serious contender for bigger market share.



## VW's new unlimited km warranty.

Volkswagen Group Australia has just announced an extended new car warranty period of 3 years/unlimited kilometres for most of its passenger and commercial vehicles with a model year of 2011 (vehicles with a ‘B’ as the 10th digit on the VIN).

Previously, Volkswagen vehicles were only offered with a 3 year/100,000 kilometre warranty. Now the

company is stepping up to the mark often made by Japanese and Korean car manufacturers.

Unfortunately, Volkswagen vehicles currently still selling as a 2010 model year in Australia will continue to be offered with the old 3 year/100,000km package until the next generation 2011 variants are released. These include the New Beetle, Caddy, Jetta, Passat and Touareg.

Volkswagen's new unlimited kilometre warranty on new 2011 vehicles matches the existing warranty offered on Skodas in Australia (a brand owned by VW), so this brings consistency for the VW Group.

It is true that many owners would not exceed 100,000 km in three years to benefit from the ‘unlimited’ warranty, but it offers an incentive for VW to capture a higher percentage of the lucrative commercial vehicle market.

While VW has not matched Hyundai's five-year/unlimited kilometre warranty, VW enthusiasts would agree that Hyundai needs to offer a bigger warranty to entice buyers to an inferior product.

## New entry Golf.

Volkswagen Group Australia is introducing a new affordable entry model to its Golf range. Powered by the 77kW TSI petrol engine, previously introduced in the new Polo, the new Golf 77TSI provides competitive design and engineering at a lower cost.



As with the entire Golf range, the Golf 77TSI establishes a new direction in the evolution of this model. Combined with design qualities and technologies such as a sophisticated braking system with ABS and ESP (Electronic Stabilisation Programme) as standard, along with optimised crash properties, seven airbags including a knee airbag, safety optimised head restraints that work to counteract whiplash trauma and daytime running lights which provide for a maximum level of safety.

At the core of the new Golf 77TSI lies the small but powerful 1.2-litre TSI engine. The turbocharged four-cylinder engine follows the downsizing philosophy of the 1.4 litres TSI and 2.0 litre TSI.

This expresses itself as maximum power with minimal fuel consumption. The latest TSI is characterised by impressive performance that is contrasted with fuel consumption and emissions values as low as 6.1 litres per 100 km (manual) and 144 g/km CO<sub>2</sub>.



The maximum torque of 175 Newton-metres is available between 1,550 to 4,100 rpm. The Golf 1.2 TSI is delivered with a standard 6-speed manual transmission but can be optioned with a 7-speed DSG transmission.

The Golf 77TSI will inherit the same features as the previous entry model, the Golf 90TSI Trendline. Alongside the introduction of the Golf 77TSI, the whole Golf Trendline range, including the Golf Wagon Trendline, receives an equipment upgrade at no extra cost. Popular features such as cruise control and multi-function leather steering wheel now come as standard together with the option of having Bluetooth technology.

Most notable, these new standard features are on top of the already extensive standard equipment list which includes Multi Functional Display (MFD trip computer), "Titanium" decor inserts and semi-automatic air conditioning. In addition, aesthetic features such as the leather finish for gearshift knob and handbrake lever along with 15" Wellington alloy wheels (16" Sedona alloy wheels for Golf Wagon), add even further value to the Trendline range thereby finishing off the upgrade with style.

The new entry Volkswagen Golf 77TSI, together with the new generous equipment upgrade for the Trendline range, once and for all ensure that the Golf remains a competitive choice for those consumers who seek a compact car.

As the entry-level model the Golf 77TSI starts at just \$21,990\* for the six-speed manual, while the 7-speed DSG variant is priced from \$24,490\*.

NOTE: \* Prices indicated in this news story are the manufacturer's list prices (MLP) only. As such, the on-road costs (such as dealer delivery fees and the various state/territory statutory charges) are not included in the MLP. Additionally, prices are always subject to change without notice.

## VW Eos updated.

With the Australian arrival of the new model year 2011, the Volkswagen Eos will be treated to an engine upgrade, which sees the Eos deliver the same power output as the Golf GTI.

With the arrival of the MY11 Eos, Volkswagen's coupe/convertible now features the GTI's 2.0 litre 155 kW four-cylinder TSI petrol engine, which allows the vehicle to accelerate from standstill to 100 km/h in 7.8 seconds. Maximum torque – 280 Nm – is delivered between 1,700 and 5,200 rpm, an exceptionally wide range to provide excellent



in-gear performance and keen throttle response. The Volkswagen Eos is available with a six-speed manual or six-speed DSG transmission. Emissions of CO2 are 173 g/km (DSG: 184 g/km) and fuel consumption is just 7.4 L/100 km (DSG: 7.9 L/100 km).

The VW Eos's TSI engine offers new features including modified pistons and piston rings, new induction system and a high-pressure fuel pump. This engine was designed for Euro V compliance, lower CO2 emissions, fuel efficiency, ease of servicing and 'packaging'.

The Volkswagen Eos is still available with the 2.0 litre four-cylinder 103 kW diesel paired with either a 6-speed manual or a 6-speed DSG gearbox. Model Year 2011 also gives the Volkswagen Eos some other enhancements like standard Vienna leather upholstery with heated front seats, new 17" alloy wheels and a range of new exterior colours combined with new chrome grille strips and 'cherry red' tail lights.

Every manual VW Eos now comes with standard Hill Start Assist (HSA), which holds the vehicle when the foot brake is released by temporarily locking the brake pressure (for a maximum of 1.5 seconds) to provide comfortable starting-off without rolling back. Hill Start Assist (HSA) operates on inclines greater than 5%.

Pricing begins from \$46,990\* for the Eos 103TDI and \$48,990\* for the Eos 155TSI.

## Amarok wins award.

Volkswagen's new Amarok has just been named the International Pick-Up of the Year for 2011. The prize was awarded for the first time ever at the Hanover Truck Show recently.



The accolade was presented to the Amarok by a highly-regarded panel representing 23 countries. The Amarok was praised by the jury for its 'effortless off-road abilities', while its capacity on-road was judged to be the best against all other competitors. The jury was also impressed by the Amarok's interior, in particular, the layout and generous space for both front and rear passengers in the double-cab cabin.

On the Amarok's success, the jury commented: "The new Volkswagen Amarok distinguishes itself by fantastic driving qualities, both on- and off-road. It sets new standards in the pick-up category in respect to load capacity, payload, interior room, comfort, ergonomics and fuel consumption."

Set for launch in Europe and the UK in 2011, the Amarok boasts the largest load dimensions in its class with a load area of 2.52 m<sup>2</sup> (1,555 mm long, 1,620 mm wide, with width between wheel arches of 1,222 mm), a maximum payload capacity of 1,057 kg and maximum towing limit of 2.8 tonnes.

All models also feature advanced technology and safety systems including EDL (Electronic Differential Lock), ASR (Anti-Slip Regulation), ESP (Electronic Stabilisation Programme) with Hill Hold Assist, Hill Descent Assist and off-road ABS designed to significantly shorten stopping distances on loose surfaces.

This news is perfect timing for Volkswagen Australia, who showed a production version of the Amarok for the first time at the Australian International Motor Show in October ready for local release in early 2011. In 2009, at the Melbourne International Motor Show, Volkswagen had the Amarok concept vehicle on display.

## Up! For Australia.

To meet demand for a quality sub-small car, Volkswagen Group Australia is pushing for the forthcoming baby Up! city car to boost its local line up.

VGA managing director Anke Koeckler, speaking at the Australian International Motor Show in Sydney, says the Up! would arrive by 2012 and would sit under the Polo in size and price.

That means the tiny hatchback will have to slip in under the Polo's \$16,690 net price and become the first European car in the Asian-dominated sub-\$16,000 segment.

Ms Koeckler says the move to go Up! was spurred by the strength of the Australian dollar over the past few months - and particularly its recent parity with the US dollar - and Volkswagen's decision to make the car in right-hand drive. However it probably won't be badged as the 'Up!' when it makes production. It will probably use the 'Lupo' name, already used for a European small VW in the early 2000s, and Latin for 'wolf'. Like the 'Iroc' concept was part of the later production 'Scirocco', 'Up' is part of 'Lupo'.



Volkswagen is setting high standards for the 3.84m long Up! The car, born as a concept and first shown at the 2007 Frankfurt motor show, will mirror the safety gear of the Polo, which means at least six airbags and electronic stability control. It is likely to arrive as a three-door, though it is expected that a five-door - on a stretched wheelbase - could follow. More body styles are possible. Rumours suggest the

platform could become a convertible, city delivery van and compact people-mover.

Engine choices were initially limited because the concept originally had a rear engine placement. But Volkswagen has changed that to a front-engine/front-drive layout and is able to use the drivetrain from the Polo. That could include Polo's three-cylinder 1.2 FSI engine and the 1.2 TSI four-cylinder turbo-petrol.

It could even include the Up! Lite concept's 0.8 litre two-cylinder turbo-diesel (it's a 1.6 TDI cut in half) mated to an electric motor for just 2.44 litres/100 km and only 65 grams per kilometre of CO<sub>2</sub>.

An all-electric Up! has been promised by Volkswagen and will debut in Europe in 2013. It hasn't been ruled out for Australia, if electric vehicles ever prove practical and cost-effective.

## Passat Mk7 revealed.

The Passat represents one of the great success stories for Volkswagen, with over 15 million cars sold since it was first launched in 1973. It is VW's third-best selling model of all time, after the Golf and the Beetle. The Passat is now available in over 100 countries across the globe.

Now, at the Paris Motor Show Volkswagen presented the world premiere of an entirely new Passat - as a saloon and a wagon simultaneously. The seventh generation of this bestseller will be available in some European markets starting as soon as mid-November.



The new Passat's front-end styling follows that of the Phaeton which was restyled mid-year. Without leaving the mid-class in terms of pricing, the Passat approaches the top segments even more powerfully with its upgraded comfort, convenience, quality and safety properties as well as in its assistance systems. The Passat is available in Trendline, Comfortline and Highline equipment levels and now offers more value thanks to its optimised features. For example, standard equipment on all turbodiesel models of the base Trendline version now includes the energy-saving Stop/Start system and battery regeneration. All other petrol and natural gas engines have a battery regeneration system as well. For the smallest petrol engine, battery regeneration and the Stop/Start system are available as options.

Up to 18 per cent improved fuel economy: The new Passat also sets standards in sustainability. All ten engines (77 kW through 220 kW) are more fuel efficient. The smallest turbo-diesel - the 1.6 TDI with 77 kW and 250 Nm - now

consumes just 4.2 L/100 km and emits just 109 g/km CO<sub>2</sub>. Meanwhile, downsizing and technologies such as the Stop/Start system contribute to extraordinary fuel efficiency in the petrol-powered versions. Pioneering here is the 1.4 TSI (90 kW); in the BlueMotion Technology version, it only consumes 5.8 L/100 km. The CO<sub>2</sub> value is 138 g/km.



The previous Passat already attained an impressive five stars in Euro-NCAP crash testing. The new model takes safety to a new level with features such as an automatic City emergency braking function and, on Comfortline models and above, a standard fatigue detection function. As a component of the optional automatic ACC adaptive cruise control system, in worst case scenarios the emergency braking function reacts independently at speeds below 30 km/h to help prevent frontal collisions. The fatigue detection system, which Volkswagen is introducing for the first time in this class, is continually active; it detects reduced driver concentration and warns the driver with an acoustic signal; a visual message also appears in the instrument cluster recommending that the driver should take a break from driving.

The XDS electronic transverse differential lock - first introduced on the Golf GTI - improves traction in bends. Along with Lane Assist (lane keeping assistant), which was also available in the previous model, there will now also be a Side Assist function, which uses flashing LEDs in the door mirrors to call the driver's attention to vehicles located laterally to the rear or next to the Passat or a vehicle approaching quickly from the rear. A new, direct measuring tyre pressure monitoring system also signals potential loss of tyre pressure - individually for each wheel. The pressures of all tyres may also be displayed in the instrument cluster.

Other new assistance systems are essentially convenience oriented, and they significantly simplify everyday driving. They include Easy Open: If the new Passat saloon is equipped with Keyless Access (automatic locking and engine starting system), a specific foot motion behind the vehicle is sufficient to cause the boot lid to open. Anyone who has stood next to a car with both hands full knows how helpful a function like Easy Open can be. Naturally, the boot lid only opens for someone who is carrying the proper RF identification fob for the Passat. The human-machine interface here is a sensor located in the bumper area.

Also new in the Passat: The rear seat system that can be unlatched from the bootspace, a towbar that can be made to swivel out at the press of a button and side windows in noise-dampening compound safety glass. As in the new Sharan, Park Assist II will now also be offered on the Passat; this

system not only can steer into parking spaces parallel to the carriageway; it can also find its way into parking spaces perpendicular to it. Last but not least, the Passat's RNS 510 navigation system detects speed limit signs by camera and sends them to the touchscreen in the centre console.

The new Volkswagen Passat will be released in specific European markets from mid-November, 2010. An Australian release is due in 2011, and specifications and prices for the Australian Passat line-up will be announced in due course.

## Next model Eos.

In 2011 the Volkswagen Eos open-top coupé is to be given an updated design and further enhanced with numerous new features.

Clearly structured and horizontally contoured, the appearance of the new Eos follows the code of the Volkswagen design 'DNA'. Extending between the new headlights is a radiator grille consisting of three shiny black struts. From behind the VW Eos stands out through its reworked, two-part LED rear lights and redesigned rear bumper with diffuser.



In technical terms, numerous new details set the 2011 Volkswagen Eos apart. These include the 'Premium' multi-function instrument panel with colour display, the Light Assist main beam management system and second generation Park Assist. Also new on the Eos is the Keyless Access system, which as a new feature also opens and closes the roof by wireless remote control. The special Light Assist system takes over the function of switching between dipped and main beam, automatically adapting this to the traffic situation. 'Cool leather', available as an option, gives a pleasant feel to the cars' seats even in hot weather. It reflects the sun's rays and thus heats up much less than standard leather.

Through the use of BlueMotion Technology fuel consumption has been further reduced. On the Eos 2.0 TDI 103 kW, for instance, the Stop/Start system and brake energy recovery bring consumption down by 0.7 litres to now just 4.8 L/100 km. The new Volkswagen Eos will be unveiled to the public for the first time in November at the Los Angeles Motor Show, with the European launch following from mid-January 2011. Australian specification and the local release date will be announced at a later time, probably late 2011.

## Bug Off Cancer! Drive.

Not everyone is affected by cancer, but everyone will at least know of someone that is affected by or has been taken by cancer, and statistics show that 1 in 3 Australians will be affected by cancer by the age of 75. Each year in Australia, 106,000 new cancer cases are diagnosed, with 39,000 estimated deaths. To put this into perspective, this would be approximately 7,000,000 people in Australia who will be affected in one way or another by cancer.

Having lost both parents and other relatives to cancer over the years, and knowing others that have this insidious disease, I am determined to help raise funds for Australian Cancer Research Foundation so they can continue to fund research into finding better treatments and hopefully a cure to rid us of this disease.



I alone can only contribute a small amount and offer little help. With my 2,400 mile (3800km) drive in my unmodified 1965 VW Beetle and with your support and that of others, we will be able to help contribute a great deal more for those in need of improved diagnosis and treatment of cancer.

The name of the event was "Bug Off Cancer Drive". A Big Drive for a Good Cause Against a Bad Disease. The drive commenced from Sydney on Thursday 29 July 2010 and headed to Broken Hill, Adelaide then the Great Ocean Road to Melbourne, through snow country to Canberra, then back to Sydney via the coast. The total time of the event was expected to be approximately 7 days.

As I had no corporate sponsors for this event, I did it at my own expense and am asking for your assistance, no matter how much, to donate to this cause, as it does affect everyone either directly or indirectly by way of knowing someone who has this insidious disease. All funds raised will go to Australian Cancer Research Foundation.

These are my diary entries of the run.

### Day 1 - 29th July 2010

4:55am was the commencement time of the Bug Off drive today. The weather was foggy to Lithgow, then with some rain until Bathurst.

Whilst at Bathurst, Mount Panorama was conquered by the Bug, and the mountain has been aptly renamed Mount Bugorama. The 6.2-km lap was completed in about 6 minutes and is now the benchmark for the 2010 Bathurst 1000.

After the conquering of Mount Bugorama, it was then onto Orange with a quick fuel stop and on to Nyngan, with another fuel topup and a lunch break.

The trip from Nyngan to Cobar was steady, although there was an incident with an overturned caravan to the side of the road.

Arrival in Cobar was at about 2:50pm, where I checked into the Crossroads Motel and viewed the article about the Bug Off Cancer! Drive in the local paper, The Cobar Weekly.

A special THANK YOU is in order for Gary at The Crossroads Motel, who kindly donated tonight's accommodation to the cause.

In short, Day 1 has been successful, and the Bug never missed a beat. It could have kept on going, but I needed the rest, so as to get ready for Day 2 tomorrow to Broken Hill.

### Day 2 - 30 July

The day started at 8:30am with a photo shoot with The Cobar Weekly paper. Sharon Harland, the Managing Editor ran a news article on July 28 about my impending arrival yesterday, and will run another article about the drive undertaken, and include a photo in the news article next Wednesday.

Upon leaving Cobar, I was farewelled with thunderstorms, and had rain until Little Topar, about 75-80km east of Broken Hill.

Other than that, the Volkswagen ran very well and didn't miss a beat at all.

I do have to mention that the Sturt Motel in Broken Hill donated to the drive by reducing the room rate by 50%. Thank you Sturt Motel.

Tomorrow, it will be off to Adelaide for the third leg of the trip.

### Day 3 - 31st July

After Broken Hill it was off to Adelaide, across the border in South Australia. The day started off crystal clear and the drive was superb. The weather began to change in Burra SA (about 90km out of Adelaide).

I met up with some friends who recently moved to Adelaide and had dinner with them. I also met up with a friend who wished to join me on the trip. He flew in especially from Sydney to join me on the trip.

The evening turned out to be very cold and stormy, and lasted the whole night into the next day.

The VW didn't miss a beat and managed to climb the hill to go to Hahndorf for dinner.

### Day 4 - 1 August

The day in Adelaide started wet and cold with gale force winds, and was like that all the way to Warrnambool. That definitely took the energy out of me for the near 10 hour drive for the day.

I followed the Princes Hwy along the Coorong to Kingston SE, Mount Gambier and across into Victoria. The VW ran great until I was somewhere between Kingston SE and Warrnambool. It felt like it was running on only 3 cylinders, but made the trip no problem.

In Warrnambool, we were given a townhouse that thankfully had a double garage where I was able to have a look at the VW in relative comfort, indoors out of the wild

weather that lashed the whole southern coast of Australia that day and night.

After a bit of trouble shooting and a compression check, it appears to be a shot piston ring, meaning the engine is down on power, but will still run no problem.

A relatively uneventful day, except for the spot of engine bother.

### Day 5 - 2 August

After a wild night of weather in Warrnambool, the skies were clear and the weather calmer, so it was off to Melbourne via the Great Ocean Road. Many photo opportunities were taken, and the car ran OK on 3 1/2 cylinders.

We got into Melbourne in the evening and had a traditional Italian dinner at Aunty Lucia's (my friend's aunty) and we stayed at cousin Pino's place for the night (my friend's cousin).

A great big thanks to them for their hospitality.

### Day 6 - 3 August

We left Melbourne at about 7:15am and it was off to Canberra. Unfortunately, we did not go via snow country, as the forecast was for severe ice and snow.

The trip was slow and steady and relative uneventful, except for the accelerator cable coming loose. This was a quick and easy fix of about 1 minute and on our way again.

We met up with some friends of mine who moved to Canberra a couple of years ago for some afternoon tea, and then it was off for dinner.

This is the last night of the drive before heading back to Sydney tomorrow, via Batemans Bay.

I will give further updates. Till then all, keep well and thank you for your support.

### Day 7 - 4 August

Mission Accomplished! After 2,542 miles (4,092 km); after 154 hours 10 minutes, and after 327 litres of fuel, the Bug Off Cancer! Drive has finally come to an end.

The old Beetle performed as expected, albeit with a slight engine problem, but it got me and my travel companion back to Sydney safe and sound, and never complained once or gave up hope.

The success of this drive would not have been possible or successful without everyone's sponsorship and support for this cause.

I can say it was a great pleasure to do this drive for such a great cause. I travelled to places I had never been before, met some really great people along the way and had a great time that I wished would never end.

This drive has shown me that the people of this great country are as diverse as the land we live in. As different as we are, we are all affected by similar, if not same things, and the spirit of the people I have come across show that they will unite to fight a common foe. Cancer.

Once again, THANK YOU to everyone for all your efforts to help make this drive a successful and memorable one.

### 22 October

I attended last night's monthly meeting of Club VeeDub Sydney, as a guest speaker talking about the recent Bug Off Cancer! Drive. I hope the members liked my story, and the club kindly made a donation to the cause. This saw the total rise to over \$7,000 in total, due to the generosity of Club VeeDub Sydney and its members.

The Club committee were great and so were the members to have given me the opportunity to discuss the trip and answer questions that were raised during the meeting.

Once again, a BIG THANK YOU to all at Club VeeDub Sydney for your generosity.

If you would like to make a personal donation to the ongoing fight against cancer, contact the Australian Cancer Research Foundation at <http://www.acrf.com.au/> Every dollar of every donation received goes to cancer research. All donations of \$2 and over are tax deductible.

Norman Elias



The all-terrain Touareg.



## Boorowa Cruise.

On the 23rd October, the Canberra chapter of Club VeeDub went to visit Boorowa arriving just after 11.30am. Four Beetles, two single cab and one twin cab Kombis and one Type 3 Squareback made the trip.



Boorowa is a little mining and farming town, with a population of just 1,000 people, about halfway between Yass and Young. It started out as a gold and iron mining centre in the 1840s. One copper mine was owned by the famous 'flogging parson', Samuel Marsden. It later became a farming district. Boorowa was served by a railway line that connected to the Main South at Galong, but it closed in 1974.

Boorowa's main claim to fame today is that it is the birthplace of famous jazz trumpet player, James Morrison.

We visited Stephen Penrose at Penrose Motors Smash Repairs for an informative session on rust repairs. Several classic cars were on display and we were impressed with the 1600 Fastback which will eventually return to Canberra.



This was followed by a barbecue put on by Stephen and mid afternoon club members began the trek back to the ACT. A great time was had by all who attended.

We look forward to the Boorowa Classic Car display on 12 March 2011.

Thanks to Stuart for the photos.

Iven Laufer



# Southern Highlands Motorfest, Bowral. Sunday 31 October.

The Motorfest at Bowral was scheduled for the weekend after Boris' Picnic Day, which had been cancelled due to driving rain and winds. It drizzled and rained almost every day of the week in between, and Saturday was grey and drizzly. It wasn't looking good for a car show and festival in the Southern Highlands.



Sunday dawned a little grey but the sun was peeking through, so I took the Golf to the starting point at Uncle Leo's, arriving at 7:10am. There were plenty of PT Cruisers and Toranas, but I was the only Volkswagen. I filled up, then had a coffee and a hot croissant in the café. By the departure time – 7:30am – I was still the only VW there. I decided to leave as scheduled, making this the equal-shortest VW convoy on record (one car).

It was a quick trip to Mittagong in the Golf and I passed a number of '60s classic cars, but didn't see any VWs. The grounds at Chevalier College are on the left at Burradoo, and there were only a few dozen cars on the field as I pulled in. I drove through and saw Ray and Shirley's Type 3 and the Murray's Kombi over by the trees. I parked alongside them and set up my VW marquee.

Soon we were joined by Carl's blue Beetle, and Andrew's split-window Kombi. We set up our comfy chairs and watched other cars arrive. Suddenly three more Beetles came in the gate but parked some distance away. Eventually the owners wandered over and we invited them to park their Beetles with us – now we had a more impressive lineup.



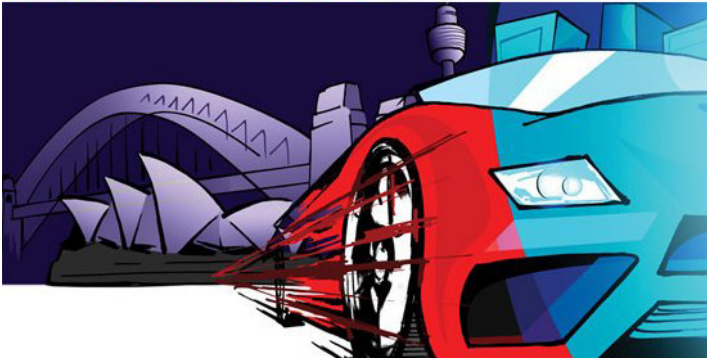
There were plenty of things to do – market stalls, cake and lolly stands, BBQ sausage rolls, auto accessory sellers, kids' rides (mostly blow-up slides), and country-style woodchopping. By 10am the sun was shining brightly and there were several hundred shiny classic cars, hot rods, customs, vintage and veterans, trucks and bikes to look at. We had seven VWs – not too bad, but less than the 12 we had last year. Perhaps the weather scared many people from coming, but it stayed fine all day and it was worth the trip.



The trophy presentation was a little after 1pm. Wayne didn't win a trophy with his Kombi this year, but one of our young girls won a second-place trophy in her category for her yellow Superbug – well done! The Toranas got several more trophies for themselves as 'feature' marque. It would be great to have Volkswagen as the featured marque, but that won't happen until more of our members support this event. We would need 20-30 VWs next year to be considered.



AUSTRALIAN INTERNATIONAL  
**MOTOR SHOW**



## Sydney Motor Show. 15-24 October 2010.

Every year, from the very first show in 1954 up to 1987, the Sydney Motor Show used to be held at the old Showground at Moore Park, beside the SCG. New cars were displayed in the big halls such as the Manufacturers and Commemorative pavilions and the Hall of Industries. Some even in their own special buildings, such as the Ford Pavilion and the Peugeot building. In addition, there were hundreds of aftermarket suppliers, auto businesses and accessory companies with display stands in the numerous small pavilions around the old RAS showground. They were always the highlight of a Motor Show visit.

Volkswagen always had a good stand at the show throughout the 1960s and 1970s, usually in the big Manufacturer's Pavilion, with a separate display in the Commercial Vehicles area in the nearby smaller Cattle Pavilion. The VW stands were assembled and manned by Lanock Motors, the Distributors of Volkswagens in NSW. Lanock Motors also displayed 'special' vehicles in the AMP Pavilion, such as Campmobiles, and they even displayed a Scirocco in 1976.

VW stopped selling passenger cars in Australia in 1981 and the T3 Transporter was the only new VW available. Lanock Motors had a much smaller stand, usually in the Hall of Industries (the old showbag hall), or in the AMP Pavilion or Arts and Crafts pavilions – these were the two-storey small pavilions around the back. I can still remember seeing a brand-new orange T3 Kombi for the first time at the 1981 show, not on the VW/Audi stand in the showbag hall, but parked outside in the darkness! In the years after, the small VW/Audi stand was usually just one T3 Caravelle and a couple of Audis. There was no VW stand at all for the last three years at Moore Park – 1985, 1986 and 1987.

In 1988 the Motor Show moved to the brand new Darling Harbour Exhibition Centre, taking up all five pavilions and marquees outdoors, as well some corridor space. It has been there ever since, adding outdoor marquees and a 4WD track over the years. Volkswagen, thanks to a series of new importers such as Ateco, TKM and Inchcape, has been there every year since. In the early years at Darling Harbour they shared with Audi, but since the mid 1990s VW and Audi have been separate.

Competition with Melbourne, and later the global financial crisis, hit the Sydney show hard, and many makers (such as Audi and Porsche) pulled out. Volkswagen grabbed



the Hall 6 'annex' pavilion beside the Convention Centre, and shared it with Bentley and Skoda. In 2008 more makers pulled out, and stories were circulating that it would be the very last Sydney show. With no Bentley and only a few Skodas, VW got Hall 6 almost all to themselves and put on the biggest Volkswagen display they ever had at any Australian motor show.

The organisers of the Sydney and Melbourne motor shows then got together and made a new sharing contract. The future 'Australian International Motor Show' would alternate between the cities in future, meaning only one Australian motor show each year. It was Melbourne's turn in 2009 at the new Southbank centre, so there was no Sydney show last year.

The Motor Show therefore returned to Sydney this year, and it was on at the usual Darling Harbour Exhibition venue in October. I went to have a look, deciding to head in by train after work on the opening Friday and arriving just after it was opening at 6:00pm.

The first thing I noticed on arrival was that there were no outdoor marquees this year; this is where they used to show lifestyle vehicles such as campers, or unusual vehicles like film cars. I once saw the 1992 Batmobile and the 1994 Flintstones movie car here; nothing to see this time. Then I noticed there was no 4WD track at all. Usually it winds in a circle through the trees around Tumbalong Park – nope, not there. I walked down to the Imax and back – behind the old Sega centre is a huge construction site – but no, no outdoor motor show stuff at all.

I went inside and walked up and down the carpeted 'foyer' area that runs the length of the building. No Shannons Classic display this year either. In past years there would be a dozen classic cars to look at, as well as motoring memorabilia





that Shannons were auctioning. In past years I've seen Type 1 and Type 3 Karmann Ghias and an immaculate restored VW Ascort; nothing at all in 2010.

At the Convention end is where the aftermarket traders normally set up their stands, selling car polish, model cars, books and DVDs, accessories, tools and all sorts of good stuff. This year there were barely six stands, none of them interesting. It looked to me like the organisers were removing the 'aftermarket' part of the show, and turning it into a giant new car showroom.



I went to the ticket office and they were charging \$20 for entry, up \$2 on 2008. There was no queue at all, it was very quiet and I went straight in. I was wearing my club shirt and metal club name badge.

VW's stand this year was in Hall 3, right in the middle of the huge exhibition centre, so I went past a few other makes to get there. I wanted to get photos of the VW stand, drop off Club membership forms and grab all the VW brochures before it got busy.

The VW stand was divided into two – Commercial Vehicles and Passenger Cars. The former had one dark blue T5 Multivan on display (from \$55,150), plus no less than THREE new Amarok double-cab pick-ups. There were two standard vehicles, in white and dark metallic brown, and one genuine ex-Dakar support vehicle. Due for release in early 2011, the Amarok will initially have a 120 kW 400 Nm 2.0-litre TDI engine with 6-speed manual and 4Motion 4WD. There was already a good crowd of onlookers around them – the Argentina-built Amaroks looked well put together and were roomy and comfy inside with a typical quality modern VW feel.



The main stand was VW Passenger cars, and there were four highlights. Firstly, the new Polo GTI, front and centre in red on the rotating plinth. A 132 kW 1.4-litre twin-charged engine with 7-speed DSG and a list of standard features a mile long. Secondly there was the Golf BlueMotion, the ultra-fuel efficient version of the Golf that achieves 3.8 L/100 km – and could drive 1,440 km on one standard tank! It has a 77 kW 1.6-litre TDI engine and a 5-speed manual. Then two hot Golfs – the special edition Golf GTI Adidas, and the much-awaited Golf R. I think the R was my favourite, even if with 188 kW it's not quite as hot as the Euro-spec R (199 kW). The Polo GTI and Golf BlueMotion are not yet on sale, so no prices were available, but the Golf GTI Adidas is \$50,660 and the Golf R starts at \$53,710.



The stand had a good cross-section of the rest of the range. There were two other little Polos in white and yellow. The Polo is current World Car of the Year and a good candidate for the Australian awards in a few months time (like the Golf last year). The Polo range starts at \$19,450. They look very sharp.

Apart from the three Golf specials, there were two others – a Comfortline and a 77TSI, the new base-line model. There was also a Golf Wagon, which looks great with a Mk6 nose. The Golf range starts at \$24,950 for the 77TSI and \$30,600 for the Wagon, and up to nearly \$58,000 for the top R. There are now 24 different model variations of the Golf to choose from in the Australian range, the most ever, with still more to come.

There was only one New Beetle on display, a red Cabrio with large Wiggles stickers on the bonnet and doors



that made it look naff. A few kids were interested in sitting in it, but the adults walked past with barely a glance. There were no New Beetle sedans on display. The New Beetle has in fact already stopped production in Mexico, and a Mk2 version won't appear until next year. If you want one, see your VW dealer quickly. They start at \$30,300 for the sedan and \$42,150 for the Cabrio.

There was only one Jetta on the stand, and these smart VW sedans start at \$32,670 for the 77TDI and up to \$42,970 for the 147TSI. The Jetta is due for an update next year, so this will be the last time we see a new VW with the Mk5 nose.

The Tiguan small SUV is one of VW's success stories in Australia, selling over 4,700 last year and second only to the Golf. There were two on display, a white and a black one. Like all VW models you can choose between TSI petrol and TDI diesel engines, and 6-speed manuals or 7-speed DSGs. The Tiguan starts at \$38,450.



There was one Eos tucked in the front corner, another VW model scheduled for upgrading with a Golf 6 nose next year. The current model still looks great and is a fantastic experience to drive. It starts at \$51,790 for the 103TDI.

There were two Passats to look at, a silver wagon and a graphite CC. The sedan – not shown – starts at \$43,480 and the wagon at \$45,660. The R36 is still available (but not on display) but I'm not sure for how much longer as the VR6 engine will probably be retired soon. The Passat R36 is the fastest Volkswagen ever sold in Australia and is around \$70,000 – grab one if you can afford them!

That was it for the VW range this year, as the stand location in Hall 3 was not nearly as big as 2008 in the 'annex'

hall. There were no Caddys on display, surprising as it is VW's biggest selling commercial vehicle in Australia and the clear market leader in its class. No Caddy Life people movers, no T5 Caravelles, no normal T5 Transporters, no Crafter vans (they are too big, admittedly). Also no Touareg SUVs, but they are due for upgrading shortly. I did wonder if VW could have brought in one of the Dakar-winning Touareg race cars to show off (nope), but I guess a support Amarok is not too bad.

The VW stand also featured a twin-charger engine in cutaway, and same with a DSG gearbox. There was an interesting multi-media BlueMotion presentation with a revolving apple-like lounge chair with speakers and screens – but it was mostly in German!



Like most of the other brands, the VW stand also had an 'owners lounge' for free coffee and light refreshments. When I was there I was told it was unavailable due to a 'VIP Function', and sure enough I could see a dozen or more suits in there. I showed my Kombi ignition key and said I'd be back later, but the woman on the door didn't recognise it as a VW key. I pulled out the Mk3 Golf key – again she didn't recognise it until I showed her the 'VW' roundel. I think they were instructed to look for the modern flip-out transponder keys that new VWs have. I know other VWs owners got in on other days; maybe I made a mistake trying to get in on opening night.

Then, disappointingly, I had trouble trying to get VW brochures. I asked if I could leave a few hundred Club membership forms for current VW owners – not without authorisation from Karl Gehling, she said. "We helped him





**Golf GTI. It makes the world look different.**



with the 100,000th Golf day at Barangaroo," I said and she looked blankly at me. "He helps us with the VW Nationals," I added. She said she had heard of that.

"OK then, well I'd like one of each of the VW brochures please," I said. She handed me the 'showroom' brochure which summarises the range. "Thank you, but I'd also like that one, and that one, and that one," I said as I pointed to the other brochures I could see on and under the desk. "That one mentions all the models in it," the tall red-haired lady at the desk said. "I know," I replied a little more firmly, "but I'd like one of EACH of the different brochures you have. Plus the price list, and the dealer list."

"Oh we don't normally give out one of everything at once," the lady said. I shook my head and said "Listen, I've been driving Volkswagens and collecting VW brochures since before you were born. I'm the editor of the Volkswagen club. I'd like one of each brochure please, or where would I find your supervisor?" This had the desired effect and she gathered up what I wanted and handed them to me with a frosty glare.

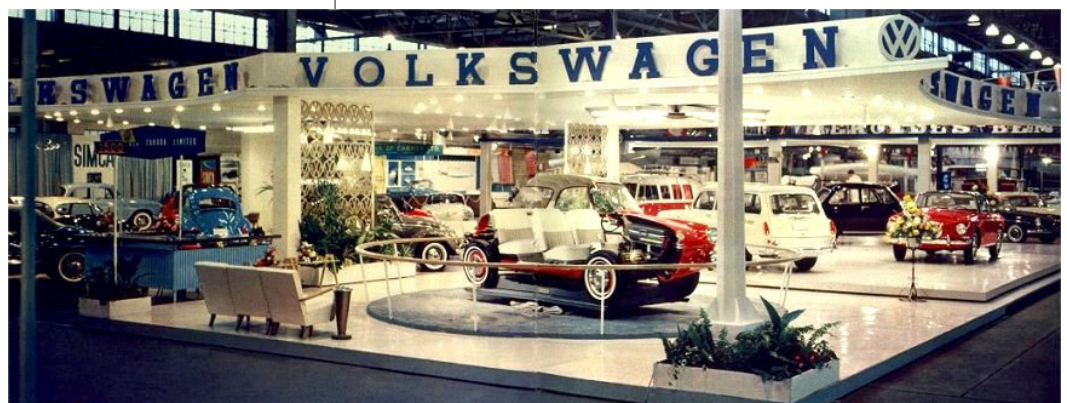
I don't understand this. People manning the stand that night with the nice suits, expensive shoes, gelled hair and VW badges were not VW dealer staff, they were show contractors who had had "intensive training", so I was told. Had they been trained not to hand out brochures willy-nilly? Surely VW would WANT to give out as much promotional material as possible, to interest as many people as possible and sell as many VWs as possible. I bet that's what Karl Gehling would want. What the hell is the

problem with these blow-ins giving me the brochures I ask for? I should add that this was only on the passenger car stand; the young guy on the commercial stand was great and gave me everything I asked for with a smile.

The VW products on the stand were fantastic, and the whole stand looked great. I have a long memory and remember the miserable VW stands at the old showground in the 1980s, and the rudeness of TKM/Inchcape in the 1990s. This one is a million percent better, befitting VW's strong market presence today. But I didn't like the way the stand was peopled or the arrogant attitude they gave off. My Club shirt, VW name badge, and VW car keys, got me no favours.

Perhaps visiting on the opening evening was a mistake; maybe things were better over the next week. But then on the Audi stand I was given every brochure with a smile, plus a carry bag, and a free pen! I hope the VW stand will be that friendly when the show returns to Sydney in 2012.

Phil Matthews





The bike was first unveiled two years ago. Joe's a Melbournite, so you'd expect that this initial run would have been made at Calder. But Surfers was, in fact, to witness the first smoky runs of Joe's two-wheeled tornado.

"I went up with Peter Allen because the bike was running so well in practice," recalled Joe, "but I didn't do very well. I think someone closed up the points so it wouldn't fire."

He's made up for it since, though. He came back to Victoria and lined up against the idol of the crowds, Ron Harrop. As Ron runs low 12's consistently, Joe went sailing past him, much to the amazement of the crowd.

The engine is a 1600 cc Volkswagen opposed four, mounted front-to-back in the frame. It's been bored to about 1900 cc now, which gives it quite a capacity advantage

## Joe Cook's Drag Bike.

*Australian Hot Rod magazine, February 1972*

"I chose Volkswagen for lightness, smoothness of running and availability of tuning knowledge and equipment."

A satisfied VW customer giving his 'unbiased' opinion in a newspaper advertisement? An average, every-day VW user summing up his experiences of the Bug in a bar?

No. Joe Cook, Jaguar spare parts salesman, winner of Motorcycle Eliminator at the November Nationals and runner of one of the most consistently successful drag bikes in the country.

He doesn't have the quickest - or fastest - drag bike in Australia. That honour belongs to Bob Sharp. But Joe's best e.t. of 10.17 is not far behind Bob's best of 10.16. And he could be first into the nines.

over its opponents.

The bike runs twin 1 $\frac{3}{4}$ " SUs and (on the average) 60% nitro mix. Magneto ignition provides the spark. Tuned length exhausts curl under the minimal clearance frame.

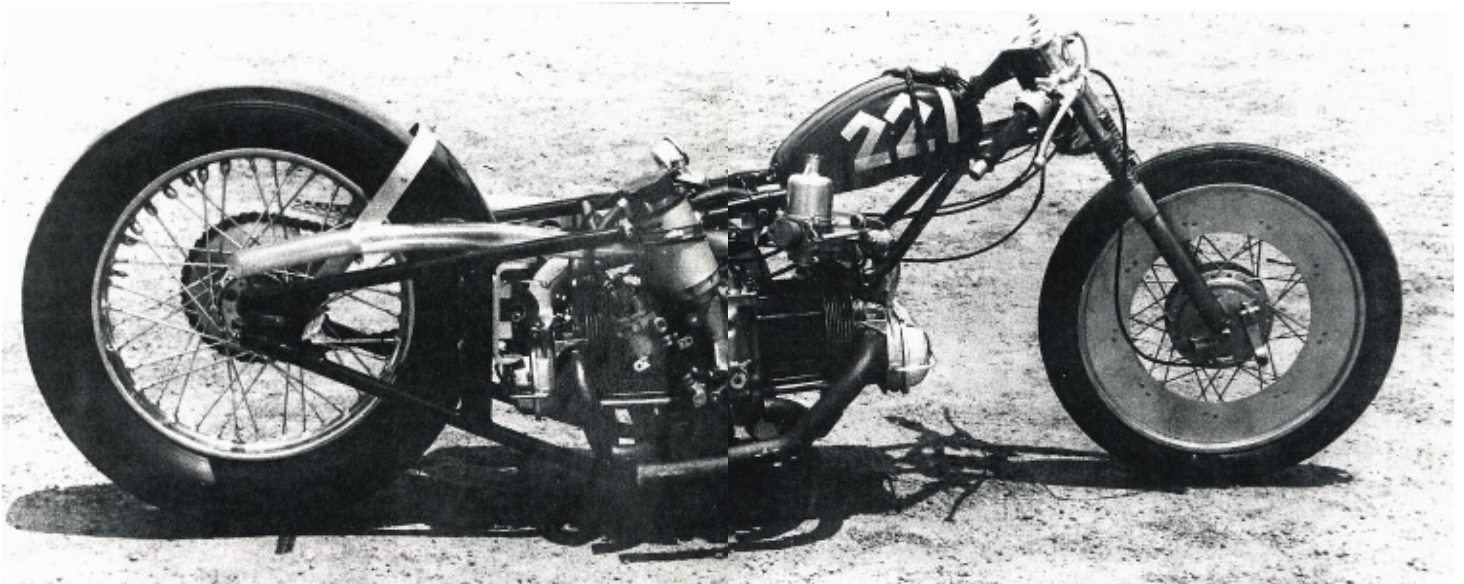
But there's very little in the way of mechanical exotica on the bike.

Consistency is Joe's formula for success - and that's just what he demonstrated at the Nationals. He pulled a 10.4 off the trailer, and ran 10.4, 10.5 with monotonous regularity right through time trials, class and bracket eliminations.

The valves and rockers are stock standard. Only concession to the extra revs and power of the fuel bike are ex-Triumph Terry racing valve springs.

Of course, with a bike like this tuning was all-important. The jets and needles in the carbies are homemade, and fitted with special valves to shut off the flow of fuel completely as soon as the throttle is closed.

Only instrumentation is an oil pressure gauge, which Joe makes a point of checking before each run. You can't race if your oil pump isn't working!



The frame comprises only 14 pounds (6.4 kg) of the bike's total 267 pound (121 kg) weight. It's made from 18 gauge mild steel, varying from 3/4" to 1" in diameter.

Joe originally built up a rough, adjustable jig-frame and when he had aligned it with the engine, forks and wheels, welded up the frame proper.

It's a twin-backbone with a single down-tube bolted to the engine, which itself forms an integral part of the structure. The rear wheel is, of course, rigidly mounted.

Joe has offered to build the frames for anyone interested for about \$200. He also has templates for all the mounting brackets, gussets etc.

The neat little petrol tank slung snugly on top of the frame is from a Panther two-stroke, cut down to seven pints (4.2 litres) capacity. It's normally filled with five pints (3 litres) of fuel mixture before a run.

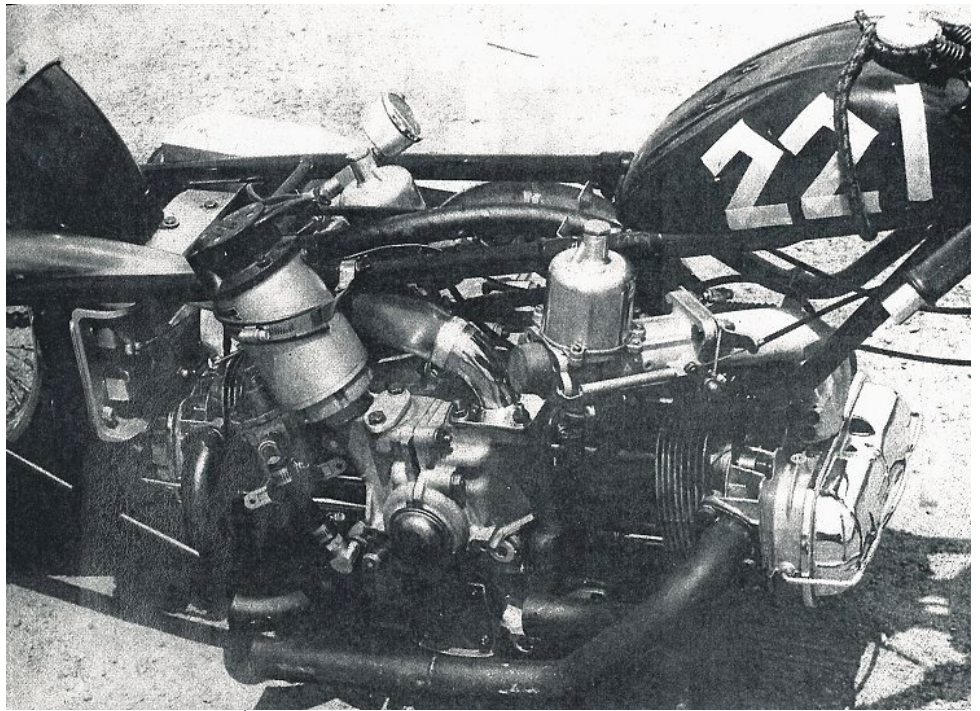
The front forks, brake and wheel are from a Yamaha 80 fitted with Indian Chief valve springs. Joe assured me that the small single-leading shoe front brake was perfectly adequate for stopping.

"I always manage to stop before the dirt," he said. "The wind pressure is the main thing that slows you up."

There's about 4" (100 mm) of trail in the front forks. Joe didn't know the rake, but he's never experienced any wobble problems so the design is obviously well integrated.

One concession to the sheer terminal velocities (140 mph (225 km/h) plus) the big VW achieves is a Kawasaki III steering damper to keep the head in line.

Transmission is by a duplex and a single chain of 3/8" width and 5/8" pitch. Secondary drive is from a 14-tooth gearbox sprocket to a 44-tooth rear sprocket.



There's no gearbox. The front primary drive sprocket bolts onto the VW clutch plate; the drive is transmitted through a Triumph Bonneville clutch.

The clutch has given no trouble, despite the extra 100-plus horses of the VW over the Bonneville. Joe explains it in terms of the smooth power beats of the four-cylinder engine compared with the harsh beats of the vertical twin Bonneville.

Creature comforts are sparse, with a plate to protect Joe's backside from the 4.00 x 18 M&H slick; clip-on bars with alloy control levers and the mandatory primary chainguard.

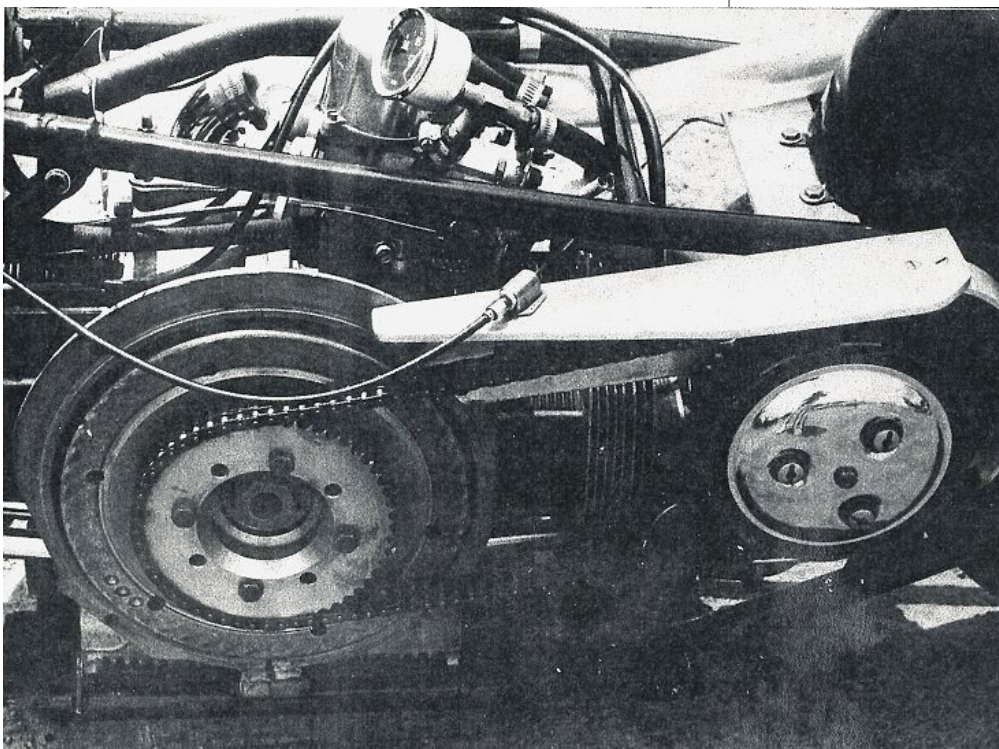
Joe is a showman. At the Nationals he delighted in firing up the bike on the rollers next to his Valiant station wagon, warming-up for only a couple of seconds and then riding to the line with his feet on the rear-sets like he was at a road race meeting. On more than one occasion he left the

local constabulary shaking their heads in bewilderment.

The bike smokes half the strip as Joe fights for traction. The professional drag racer par excellence, he prefers to wait that extra fraction of a second rather than red-lighting.

He thinks that the bite of the rear tyre may be the only thing keeping him from the nines. It was rubbing against the frame at the Nationals, which dampened his exuberance slightly.

Maybe this year the nines will become commonplace. If they do, you can be sure that Joe Cook will be somewhere at the head of the queue!



# Volkswagen faced million-dollar US lawsuit.

*Sydney Morning Herald, 20 May 1955*

Cries of 'Nazi tactics' were heard last week as the alleged attempts of Volkswagen, the State-owned German car firm, to corner the U.S. market in foreign cars, was made public.

War against the German firm was declared on two fronts.

\* The U.S. Attorney General's Department began an investigation into Volkswagen's operations, as a preliminary to bringing anti-trust proceedings against the company, under the Clayton Act, which deals with the restraint of trade;

\* The National Imported Car Dealers' Association announced that it is preparing a civil suit, claiming real and punitive damages in excess of one million dollars, from Volkswagen.



## Closed Hearings

The civil suit was begun on advice from the Attorney-General's Department, which has a backlog of about 22,000 anti-trust cases and, in the normal course of events, would not reach the Volkswagen case for many months, possibly years.

The department, which has already held several closed hearings on the case, began its investigation when the Dealers' Association claimed that Volkswagen representatives visited them, individually, and peremptorily demanded that they use their showrooms exclusively for the German car.

"If a dealer refused, he was threatened with loss of his franchise," said one dealer. The Volkswagen representatives claimed they had no objection to the dealers building new show rooms for their other cars, but the deadline did not give them time to do so. Many dealers could not afford the extra showrooms, anyway.



"It was merely a legal dodge to try to force dealers to sell only Volkswagens."

## A War Fund

Protesting against what they termed "typical Teutonic aggressiveness," the Dealers Association called two emergency meetings, and started a 'war fund' to take legal action against Volkswagen.

By the time the Attorney-General's Department called Volkswagen to account, many dealers had been forced to comply with the German firm's wishes; many more had been forced out of business.

Jaguar reported that it lost at least 15 dealers because of Volkswagen's pressure, and the Routes group at least six.

Even other German cars, such as the Mercedes-Benz, claimed they had suffered the same treatment as the British distributors.

## Huge output

The association suit, prepared on the off-the-record advice of the Attorney-General's department, is an omnibus suit representing the grievances of between 500 and 1,000 dealers who have suffered from the pressure put on by Volkswagen.

Irrespective of the ethics of their practices, Volkswagen has created the biggest revolution in world car markets since the Model T Ford.

The buglike little car, described by one Detroit executive as "breathtakingly ugly," is now producing – and selling – at the rate of about 400,000 per year.

Its US sales have increased from 600, in 1952, to about 27,000 last year. That is still a drop in the ocean of American cars, which sell at the rate of eight million a year, but it is more than all the other foreign cars put together.



# Wild boars on the Autobahn.

It may seem logical to swerve out of the way when faced with a wild boar on the road, but the German equivalent of the NRMA and RAC, Germany's ADAC, suggests otherwise.

ADAC stands for Allgemeiner Deutscher Automobil-Club. The ADAC is the largest motorists' association in Europe, with over 17 million members. With 1.5 million motorcyclist members, it is the largest motorcycle organisation in the world. The ADAC runs a large fleet of yellow rescue / road service vehicles, currently Ford Galaxies and Volkswagen Transporters. ADAC runs a fleet of 44 rescue helicopters, which can reach any location in Germany in less than 15 minutes. ADAC runs extensive motorist training courses, crash tests and safety programs.

The ADAC has been concerned by the increasing number of accidents on German roads, local and Autobahn, caused by wild boars running across in front of traffic.

The motoring group has advised German drivers to plough straight into the animal, if necessary, when confronted by one on the road. It also produced graphic pictures to show the outcome.

Crashing into boars was infinitely better than trying to swerve out of their way because of the risk of running into an oncoming vehicle, the ADAC said in May 2010.

"If a wild animal appears suddenly, apply the brakes as hard as possible, keep a tight grip on the steering wheel and stay in lane. In the worst case scenario a collision with the animal has to be accepted."

Photographs taken during an 80 km/h ADAC "test" collision, involving a life-sized dummy model boar and two piglets, showed that the entire front of the VW Golf car used was wrecked.

"A collision with wild boar need not be life-threatening. The front of the vehicle was damaged but the passenger cell remained stable," the ADAC said.

The controlled test was the organisation's latest response to the growing number of accidents involving wild animals on Germany's roads. A total of 27 people were killed and more than 3,000 injured last year, not counting the tens of thousands of animals killed.

The rise in animal-related accidents has been blamed in particular on an explosion in Germany's wild boar population

which is estimated to have increased at least six-fold over the past three years to reach a population of 2.5 million (one for every 32 Germans).

"The standard is now a doubling of the population each year," said Torsten Reinwald of the German Hunting Association. Last year, 447,000 wild boars were shot in Germany – the highest number since records began in the mid 1800s.

The population explosion is attributed to a 30 per cent increase in the planting of crops such as rape seed and maize, which are favourites of wild boars. With the notable exception of last winter, there has also been a run of mild winters which has allowed the animals to breed all year round.

The big increases have produced bizarre side-effects. In Berlin, a 10,000-strong resident wild boar population has forced the city's Bundesliga Premier League football team, Hertha BSC, to call in marksmen to cull animals tearing up the pitch at Olympiastadion with their snouts. The famous ground is right beside the thickly wooded Grunewald forest.



There have been dozens of such encounters between pig and man in Germany recently. Five boars smashed their way into a cinema near Frankfurt. The animals were cornered in a car park and gunned down by police, who fired more than 100 shots, leaving an elderly witness badly shocked.

In another incident, a large boar smashed its way into a church community centre, terrifying a breakfast gathering of parents and toddlers who were forced to leap on to tables for safety away from the animal.

Experts say it is useless to try to run away from a wild boar. "They can weigh up to 90 kg and run at speeds of up to 55 km/h, which is twice as fast as humans," Mr Reinwald said. "If startled, and particularly if a sow and piglets are involved, they can charge," he added.



Petrol engines come in 3.2 V6, 4.2 V8 and 6.0 W12 (à la Bentley Continental) packages, priced from £43,360 to £71,500. The new V6 TDI we've tested is an especially important addition to the Phaeton range as six-cylinder diesels are the best-selling engines in the luxury saloon sector.

The Phaeton may not be as well known as its German luxury competition, but that doesn't mean it doesn't have the 'presence' expected of a car in the premium class. Not quite understated; after all, something that is five metres long, over 1.8 metres wide and 1.45 metres high

and weighing approximately two tonnes could never exactly claim to be modest.

With an imposing chrome grille sporting a large 'VW' emblem flanked by Xenon headlights inset deeply into each wing, the Phaeton presents a powerful 'face' to the world. The profile is low, squat and purposeful; its almost coupé-like silhouette accentuated by strong, sporty C-pillars, lending it an insouciant insolence to which pictures simply don't do justice. You need to see this car in the metal. At the rear, distinctive circular red tail lights made up of very bright, long-life LEDs that have the ability to change colour and can function as a rear light, brake light or indicator. Even at night, they instantly identify the Phaeton. From behind, no exhaust pipes are visible to give away what's under the bonnet. And that's a neat styling touch.

The Phaeton is comprehensively equipped for the money — and that's not just repeating a marketing spin sound bite. Even the entry level diesel V6 comes with a high-tech 4Zone electronic climate control system (more about this later), an auto-changer for six CDs in the glove compartment, leather upholstery, a satellite navigation/infotainment centre with 18-cm colour wide-screen, an outstanding sound system with an eight-channel amplifier that delivers 190 watts through ten speakers, ultrasonic parking sensors front and rear with both audible and optical warnings, cruise control, driver information computer with a multi-function 13-cm colour screen in the instrument cluster, 18-way adjustable electric front seats, Xenon headlights, Continuous Damping Control

## VWs not sold here #9: Phaeton V6 TDI.

The 19th Century Phaeton was a noble coach, driven not by the coachman but by the master himself. It was that good. Nothing has changed: today, VW's Phaeton is a car you'll want to drive yourself.

Got the cash don't want the flash? You're looking for an A-list car but you'd rather not have something that shouts about how much it cost. Wealthy buyers wanting something different from the established vehicles in this sector - such as the Mercedes-Benz S-Class and BMW 7-Series - would not go far wrong making room on their list for a Phaeton.

Whatever criteria you choose your cars by - performance, luxury or technology - the Phaeton offers a legitimate alternative to the established big premium German saloons. More unexpectedly, given its size, VW's flagship can cut it as a driver's car, too.

A Volkswagen what? some of you may already be asking. Fair comment. Surprisingly the Phaeton hasn't received the media coverage it deserves. Blame the fact that some people just can't see past the badge on a car's nose. Far be it for me to tell you how to spend your cash, but if you enjoy driving, read on...

The Phaeton represents Volkswagen in the luxury class and is available as either a four- or five-seat saloon with a comprehensive range of engines, including two highly-advanced diesels: the award-winning - and the world's most powerful passenger car diesel engine to date - a 5.0-litre V10 TDI from the Touareg, costing from £58,395, and the recently-introduced 3.0 V6 TDI at an amazingly low £36,995. Buyers can choose between standard or long wheelbase versions that have an additional 120mm of wheelbase, which translates directly into extra rear legroom.







(CDC) air suspension with automatic self-levelling, speed-sensitive height adjustment and four damper settings from Comfort through to Sport, auto-dimming rear-view mirror with memory, electrically heated, adjustable and foldable door mirrors, all one-shot auto up/down power windows, headlight cleaning system with heater windscreen washers, rain sensing wipers, multi-function leather-rimmed steering wheel, alloy wheels and metallic or pearl effect paint, heat insulating tinted glass, etc, etc. That's not all of it, but it gives you a fair idea. And, of course, all models feature Volkswagen's 4Motion permanent four-wheel drive system.

Open the large door and luxuriate in one of the Phaeton's sumptuous leather armchair-style seats to soak up the exclusive ambience. Getting into the magnificently-finished interior couldn't be easier, thanks to an automatically retracting steering column. Even the briefest of glances tells you this is a classy and beautifully built cabin. There's a big infotainment colour screen in the middle of the fascia for managing everything from the SatNav, audio system, 4Zone climate control, air suspension/ride settings, travel and fuel consumption statistics, telephone and TV to checking the tyre pressures, displaying the Phaeton's quick reference guide and personalising system settings.



The infotainment system features a foolproof menu guide that makes it simple to operate. Besides which, all controls, knobs and buttons are logically laid out, clearly labelled and easy to work. Standing out amidst all the user-friendly high-tech equipment and mounted in the middle of the slim horizontal Myrtle wood strip decorating the full

width of the fascia panel, is a chrome-edged analogue clock. It's a nice touch and one that symbolizes the blend of state-of-the-art electronic operating systems with traditional craftsmanship that makes up the Phaeton's interior.

Our test car came with the optional four individual leather seats (five are standard). The front pair each have 18-way electric adjustment and we thought they were among the most incredibly comfortable we'd ever sat in. Apart from the usual functions, the front seat upper backrest has two separate sections so you can recline the bottom part for maximum spine support, then tilt the top part forward for perfect shoulder support. You can also use the switches to alter the head restraints and the length of the seat base (the front part of the thigh rests), as well as adjusting the height and degree of lumbar support.

The seats are all air-conditioned — you have to experience this to appreciate just how useful it is — and you can even get a wonderfully efficient soothing back massage while you drive! If you want to dismiss all these as gimmicks, think again. They elevate travelling, even short distances, to a whole new experience.



Not that you'll find it a hardship sitting in the back — if your chauffeur can prise you out of the driver's seat! Rear seat passengers get their own individual seats with 10-way powered adjustment. Like the front seats, the back seats also have lumbar support and are heated, air-conditioned and have a massage function. They also get their own dedicated rear cabin climate control panel as well as their own centre armrest, just like those travelling in the front. And, naturally, there's a multi-setting memory pack for every one of the four seats. The driver can store three customised settings for seat, belt height, mirrors positions and the steering column.

The Phaeton's draught-free air conditioning system provides all four occupants with their own zoned temperature and air distribution controls and will allow a variance of 4°C between adjacent zones. It is probably the best automotive air-conditioning system in the world. Once the preset temperatures have stabilised, beautifully-fashioned shutter panels automatically glide down without a sound to close over the vents, shutting off any disruptive air-flow while switching air distribution to a diffused mode via outlets on the upper fascia.

In addition to being draught-free, built-in humidity controls ensure passenger never have to suffer that 'freeze

dried' feeling caused by some ordinary air conditioning systems. Demonstrating just how comprehensive the Phaeton's intelligent climate control system is, the position and intensity of the sun is monitored and the temperature inside the cabin automatically adjusted to take account of the increase in temperature for that side of the car.

For the record, it is capable, in the range-topping W12 model, of maintaining a steady interior temperature of 22 degrees Celsius while driving at a constant 300 km/h in an ambient temperature of 50 degrees C.

No competitor comes close to matching this performance. Okay, so these are circumstances unlikely to be encountered circumnavigating the M25 during the rush hour, but it does show the sheer depth of engineering integrity built into the Phaeton. In fact, all parameters including aero-dynamics, wipers, braking, suspension, steering and stability control are designed to cope with speeds of up to 300 km/h.

After comparisons to the big-hitters from Mercedes and BMW, you'll be keen to know how the Phaeton performs. In a nutshell, it's a pleasure to drive. And a pleasure to travel in as a passenger too — thanks not just to its self-levelling air suspension that delivers a wafting ride, but equally to the air-conditioned ventilation and massage facilities built into each of the four seats. Drive off and the doors will lock automatically. Not that anyone will want to get out — they'll be too comfortable. Without exception, our passengers gushed compliments.

You might conclude that a 2967cc V6 is something of a lightweight for such a large and luxuriously kitted-out saloon. Not so. With 165 kW and a compelling 450 Nm of torque available between 1,400 and 3,250rpm, the new turbo-diesel makes full use of its four valves per cylinder and advanced piezo electric injector technology to propel the two-tonne Phaeton up to a 233 km/h top speed, passing the benchmark 0-100 km/h in 8.8 seconds. It reaches the legal limit deceptively easily and full-bore progress is on a wave of torque that's as seamless as the six speed automatic transmission and the Phaeton's smooth drive train.

All the more impressive is the fuel consumption. Driving under normal conditions — briskly on A- and B-



roads; steady-speed cruising on motorways — we recorded 9.9 L/100 km. Close enough to the official combined figure of 9.6 L believe VW's 12.9 L urban and 7.7 L extra-urban. Running around town saw 13.4 L/100 km and motorway journeys reduced consumption to 8.2 L/100 km. That's enough for a theoretical range of almost 970 km between fuel stops.

Underway, the Continuous Damping Control (CDC) air suspension and adjustable dampers underpinned with permanent 4WD generate a taut and sharp-handling drive that is easily as polished as that found on many smaller so-called sports saloons. And if it's a sporting mood you're in, find somewhere traffic-free. Then select maximum sport damping (Sport 2), plant your right foot and use the hands-on side of the six-speed Tiptronic. Under these circumstances the Phaeton feels very sporty indeed, riding flat with impressive levels of grip and quick steering — yet you're never aware of the 4Motion system working to maintain traction. Once we'd finished 'playing' with the various modes on offer, we dialled up the 'softest' of the air suspension's four settings which, to be totally honest, is close to ideal whatever your driving style.

No unpleasant surprises either when you need to stop. The brakes are hugely reassuring, even when full-on braking down from high speed on a not particularly good surface. Pedal feel and modulation is first class; the massive vented disc set-up slowing the Phaeton to more politically-correct speeds almost disdainfully and with no discernible physical effort. A battery of active safety systems, including Electronic Stabilisation Programme with Electronic Differential Lock, Anti-Slip Regulation, Electronic Brake-pressure Distribution, ABS and Hydraulic Brake Assist guarantee that not only will you stop in a real emergency, but you'll stop very, very quickly and in a perfectly straight line — and without missing a heartbeat.

Of course, in the background, there's always VW's 4Motion permanent all-wheel drive which, in normal driving conditions, splits the torque 50:50 between the front and rear wheels. And keeping you safe if the worst should happen are eight airbags — including full-length curtain bags — active front head restraints and the most rigid body in its class.

Alternatively — and highly recommended for motorways — set the air suspension to Comfort; leave the selector in 'D' and the Phaeton will treat you to a gliding ride



quite unlike any other German-built car — even running huge 19-inch 255/40 Pirelli P Zero tyres. This alone makes it one of the best long-distance cruisers on the planet. Worth mentioning is that even left in the ‘soft’ comfort mode, body control remains consistently even, thanks to dampers that will firm up when necessary and self-levelling that — just like the all-wheel drive system — is working 24/7.

Adding to the overall refinement is the fact that, whether you’re behind the wheel or lounging in one of the superbly accommodating chairs, you quickly forget it’s a diesel. The V6 TDI remains free from vibration even when changing up at high revs. A foot operated parking brake cuts clutter on the central tunnel, allowing the provision of lots of useful storage space and cubbies. A nice touch is the pair of front (and rear) cup-holders masked by veneered ‘lids’. If you consider them superfluous you don’t have to see them but if you want to use them, push a lid down and voila! You have a cup-holder or oddments tray. Push again and the cup-holder ‘disappears’. Lift the centre armrests and you’ll also find a fair-sized storage well covered by a sliding lid. Large door pockets are complemented by a large glove compartment.

Even loading the boot is a pleasure on the Phaeton. Between the taillights sits the large ‘VW’ emblem. Place your finger across the base of the badge and the boot lid unlocks and rises automatically. This function can also be activated by either the key or by a button on the driver’s door. A further button on the inside of the boot lid allows the process to take place in reverse, the lid lowering and then locking itself shut with no effort required by the driver — and with no risk of soiled hands when the vehicle is covered with road grime. Very neat. For the record, the boot is massive — almost big enough to sleep two, should you desire such things!

It might be big and look big on the outside, but it doesn’t seem so from behind the wheel. Parking is a doddle, thanks to ultrasonic parking sensors that operate at both the front and rear of the vehicle and make navigating crowded environments, such as city streets, a piece of cake. Visible warnings are via a series of phased small, green/amber/red lights sited at each corner of the dash and in the rear headlining. And it helps that the dash and driving ergonomics are so well thought-out with everything you

need to know, from what CD track is playing to when to turn left or which mode and gear you’re currently in, all clearly visible on the multi-function five-inch colour information display — perfectly sited between the 320 km/h speedometer and the tachometer. The cossetting ambience and comfort of the cabin plays a big part in keeping the driver aware, but at the same time totally unstressed by whatever is going on all around him. And that is something that not even £100,000 guarantees you will get.

So should you buy a Phaeton? Do so and you’ll be getting what is probably one of the best engineered, best equipped and best finished cars you can have. At the price Volkswagen are asking for this desirable car, it’s a veritable steal. Don’t forget that it is a good drive, too. Change your name to Verity Wakeman or Victor Waldorf and you’ll even have your very own personalised badge and for a lot less dosh than if it was Robert Redford! If you’re still not convinced, pop down to a friendly VW showroom and take a test drive. We guarantee you’ll be as pleasantly surprised as we were!



### This ad doesn't work.

Just a flat piece of paper.  
With 192 words. And a picture.  
All of it woefully inadequate.

Because you can't test-drive this ad.  
You can't experience permanent all-wheel drive. Or choose between four different shock absorber settings just by pushing a button. Or play with the climate-control system that can heat or cool without any direct ventilation. Or get a massage

from the 18-way adjustable driver's seat. True, you can read about all these innovations, and how they all come standard on the new Phaeton for just \$64,600. You can even wonder why other luxury car manufacturers don't offer this kind of deal.

But there we go, using words again. Better to appreciate it all in person, don't you think? Which is why select

Volkswagen dealers are out there, ready and waiting to demonstrate the most technically advanced Volkswagen ever.

Introducing the Phaeton. A new kind of luxury car. From Volkswagen.

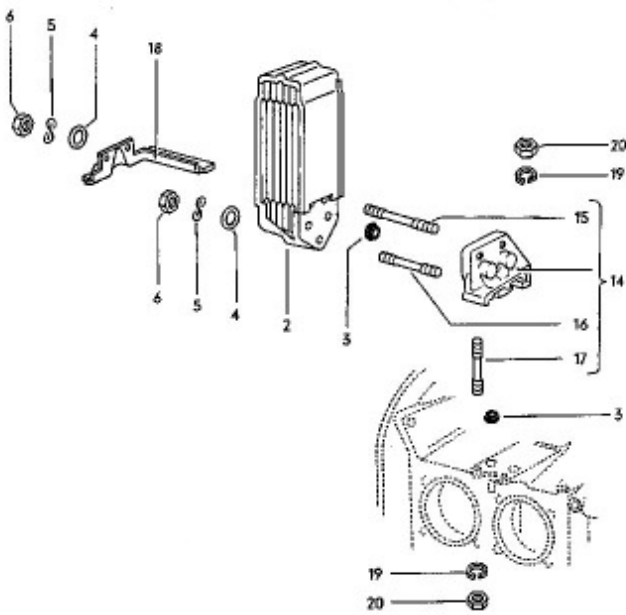
Drivers wanted: 

# Dog-house cooler retro-fit.

A user question - "Time and time again, people visit my garage wanting a 'Dog House' oil cooler on their pre-1970 Bug. I am wondering if a late model oil cooler would work on an early case with the small oil holes on top of case where the cooler bolts on? If so, which oil cooler seals do I use?"

Yes, a late-model dog-house style oil cooler can be retro-fitted to the early-model engines.

Mechanically, there isn't much too it, although you need to drop the engine to do the swap. The oil cooler adapter bolts to the case, the late-model oil cooler bolts to the adapter and away you go. But like most things, success is in the details. You will need a dog-house-type fan shroud, the 10mm wider fan, new forward breast tin (for the exhaust ducting) and the exhaust ducting itself. Local junk yards were charging \$65 for all the necessary tin-ware plus \$35 for a used oil cooler (the price is higher now). If you do not know the provenance of an oil cooler it is unwise to use it. If it is off a blown engine the oil cooler will have trapped a lot of metal particles that will cause early failure of a good engine. Best bet is to use a new or rebuilt unit.



For a leak-free installation you need two sets of grommets, one for the adapter, one for the cooler. That means you need to specify a post-71 gasket set, or you may be able to salvage grommets from the remnants of old gasket sets used to install upright coolers. Don't even think of using old grommets. You need the 'crush' of the new grommets to provide tension on the fasteners. And don't use any sealant on the grommets . . . it will get squeezed out and ends up in either the cooler or your bearings.

The adapter – you can use either a VW one from a junkyard, or a new aftermarket one for more \$\$ - dictates the type of grommets (seals) you'll need. In the overhaul gasket set there are two types of grommets, one for early engines with the small hole, one for later models.

The adapter dictates the OD the grommet, the crankcase the ID. Dig through the gasket set until you find the set that match your needs . . . you'll be looking for the THIN-



WIDE grommets (those for a Type III engine are THICK/WIDE... whatever you do, don't get them mixed up). Be careful not to over-torque when you install the adapter to an early case. You will have to replace the stud with a bolt of suitable length. With the proper grommet installed, the adaptor will come down flush on the crankcase. This is where you need to be careful. IF you don't have the right grommets you're liable to strip out the threaded bore for the bolt (i.e., where the stud was) or even break off one of the ears. If the adaptor is not flush the oil cooler will be too high by that amount, causing a mis-fit of the blower housing, which can lead to air-leaks, excessive vibration and so forth.

Having a COMPLETE set of dog-house tin-ware is vital to the success of the conversion. The piece of tin-ware most difficult to find is the little gasket bracket which bolts to the back of the oil cooler and provides the nut-plate for securing the new blower-housing (part '18' on the diagram). I call it the 'Hoover Bit'. Don't leave this piece out. It forms a vital air-dam as well as serving to secure the 'flappy' part of the dog-house. Without it, you'll have a massive leak of cooling air and vibrations from the unsecured blower housing will eventually cause the oil cooler to loosen and leak.

I always install new foam rubber gaskets on the oil cooler. They get torn rather easily by removal of the blower housing and they have a critical role . . . if the high pressure cooling air can find some way around the oil cooler, it will. The foam, in conjunction with the blower housing and 'dog-house', forms an air seal on the sides and top of the oil cooler. The little 'mystery' bracket (that most people leave out), with a small piece of foam attached, forms the air seal for the bottom of the oil cooler. Without it the oil cooler is only about 50% effective . . . the air blows thru the gap and at higher rpm, lifts the tin-ware away from the cooler core making the gap even worse. If you can't find this little piece of tin-ware you will have to fabricate something to serve as the air-seal for the lower edge of the oil cooler. There are a number of ways to accomplish this but don't put your faith in glued-on weather-stripping or the like . . . it will come loose in time and may block the oil cooler.

After-market tin-ware is especially bad when it comes to forming a proper seal around the oil cooler. I've a hunch the Taiwanese or Siamese or whatever have never seen a properly assembled dog-house style blower housing with all of the bits & pieces properly installed. For whatever reason,

after-market dog-house style tin-ware often leaves gaps of an inch or more around the base of the oil cooler, defeating the whole purpose of the thing.

Sealing the exhaust ducting is equally important, not only where it attaches to the dog-house and the back of the blower housing, but where it passes thru the breast tin. I use RTV and literally glue the ducting in place. Since you'll be replacing the breast tin, this is a good opportunity to install a bulkhead fitting for the fuel line.

Finally, drill out the upper bolt mounting hole on the passenger's side of the engine and install the threaded barrel found on the '71 and later engines. Once the dog-house oil cooler is installed you can't get a spanner onto the nut.

The dog-house oil cooler, which is in fact an external oil cooler, represents a vast improvement over the old-style up-right oil cooler. The wider fan, new blower housing and external exhaust serves to make the oil cooler circuit separate from the normal engine cooling.

Bob Hoover

## Normal oil temperature.

*"What is a normal oil temperature reading for a '74 Bus 1800 engine? Or any Bus for that matter? I'm getting an oil temp gauge and once I install it I would be curious as to what normal is compared to 'too hot'".*

This is one of the most common questions I hear. The correct answer is rather fuzzy.

The fact is, there's no one ideal temperature. By their nature, air-cooled engines have a wider envelope of 'normal' operating temperature than do their water-cooled cousins. What you're given to work with in the case of air-cooled engines is a range of safe operation. On simple instruments the range of normal operation is usually marked in green, caution in yellow and waythehelltoohot in red.

I've never seen a published figure for the normal oil temperature range for any air-cooled Volkswagen but their Industrial Engine Division showed the green arc as being from 80 deg C to about 105, with a yellow arc above that, apparently up to about 120, and red over the last segment of the dial-face.

You could get the industrial engines with a set of gauges for oil temp, oil pressure and amps. Pressure was picked-off at the gallery where the oil-pressure signal-lamp switch goes in vehicles. Oil temp was picked-off at the inlet to the oil pump, a suitable adaptor replacing the threaded plug found there. (Ed. Note: Only found on early crankcases.) Installing the OT sensor in a different location will give you a different reading, one that is typically lower than you'll see at the inlet to the pump, which probably accounts for the wide variation in Oil Temp figures cited by various VW owners. Then you've got the accuracy & precision of the gauge itself. (ALWAYS calibrate your gauges.)

Another reason for the fuzziness has to do with that stuff we use as our cooling fluid . . . air.

The operating instructions for the industrial engines listed a range of air temperatures at which you could run with a maximum load on the engine. I think the upper limit was

about 30 deg C. Above that you were cautioned to reduce the load if the oil temperature rose out of the green . . . pretty much common sense, if you're running a grain-drill or an irrigation pump on a hot day.

It's not too surprising to find the Owner's Manual for Volkswagen vehicles saying about the same thing, albeit with reference to the oil-pressure warning lamp . . . if it's a hot day and you're driving fast or carrying a heavy load and the lamp begins to flicker, the manual tells you to slow down... to reduce the load on the engine.

The funny part here is that while a farmer is bright enough to figure this out, most drivers somehow miss the point. I get a lot of messages from people asking why their Bus overheats when they drive at 110 km/h on a 40 degree day, as if there's some dark mystery involved. Sadly, telling them they're driving too fast often gets a rather snippy response. :-)

The truth is, air-cooled engines are more suitable for cold climates. Water-cooled engines do best in the desert. This is one of those grizzly facts that continually bumps heads with Conventional Wisdom... at least, until they bother to sit down and figure it out on paper. Pointing out that Wolfsburg is as far north as Winnipeg (and also further from the equator than Invercargill, NZ) sometimes helps but the myth of Kubelwagens in the Sahara usually overpowers any intelligent answer.

Yes, there were some 'Bucket-Cars' used in north Africa but according to German mechanics who were there, they had a habit of swallowing #3 exhaust valve, a failure-mode woefully familiar to anyone pounding across hot country today in an early Beetle.

And most of the north African campaign was fought near the shore of the Mediterranean, in Tripolitania and in the Libyan Desert, hundreds of miles north of the Sahara. Tobruk is on the coast. So is El Alamein. They aren't even in the tropics – the Tropic of Cancer is quite a way further south.

This isn't to say an air-cooled engine is unsuitable for a hot climate; it's simply not as suitable as a water-cooled engine under those conditions. You can keep right on using your air-cooled engine in Alice Springs or Qunianga Kebir (which is in the Sahara Desert), but you've got to keep your foot out of it . . . you simply don't have enough latent cooling capacity to handle maximum output at high ambient air temps.

So what's the 'normal' oil temperature? I don't know. I know what's 'normal' for my engine and vehicle and instruments and load and climate. But I don't know what's 'normal' for yours.

If you read VW magazines you'll see that the question of temperatures is a pretty popular theme. You'll also see a lot of different numbers, the 'normal' temps registered by different people in different locations doing different types of driving with their vehicles. About the best you can do is make a note of the range of temperatures they've cited and see if your combination gives a number within that range. It ain't too scientific but you could do a lot worse.

Bob Hoover



## Club Veedub Crossword.

**Across:**

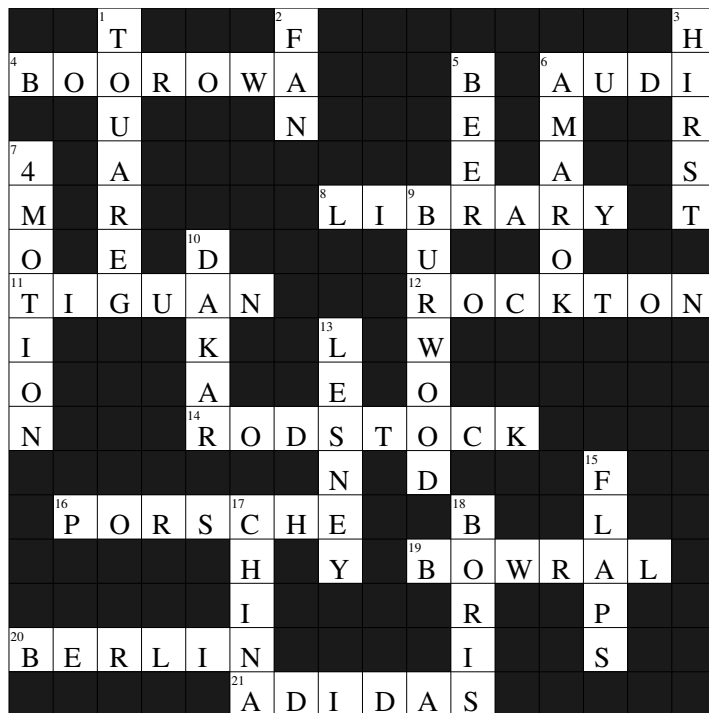
1. A town in the Southern Highlands, famous for the Motorfest as well as Don Bradman
5. The smallest proposed VW model, planned for sale in Australia in 2012
7. The nickname for the offset oil cooler fitted to 1971 and later VW engines
9. The most dangerous animal motorists face on German roads
11. Norman's 'Bug Off' fund-raising drive was a great way to raise money for research into ...?
13. New VW 4WD utility that was first seen at the Sydney Motor show
15. The number of VWs participating in the recent cruise to Bowral
17. The kangaroo in the VAG ad on page 12 appears to be ...?
18. The redesigned Mk7 version of this popular VW has just been released
21. This motoring association organises the Motorfest on Australia Day
22. The boss of Volkswagen Australia is Anke ...?
23. The VW Summer Cruise will be a nive drive from Liverpool to ...? Park

**Down:**

2. Car Show and Swap Meet at the Hubertus club on 21st November
3. The high-speed German highways
4. The location of Volkswagen Australia's new head office, now under construction
6. The small NSW country town where the Canberra Chapter recently cruised to
8. One of the early VW drag bike pioneers was Joe ...?

10. The Sydney Motor Show is held at ...? Harbour
12. Too much of this caused the cancellation and postponement of Boris' Picnic Day
14. German city that hosts the annual Truck Show
16. VW's hideaway-hardtop model, just updated for the local market
19. New Volkswagens are guranteed for this many years
20. The new 77TSI is the most affordable version of this Volkswagen

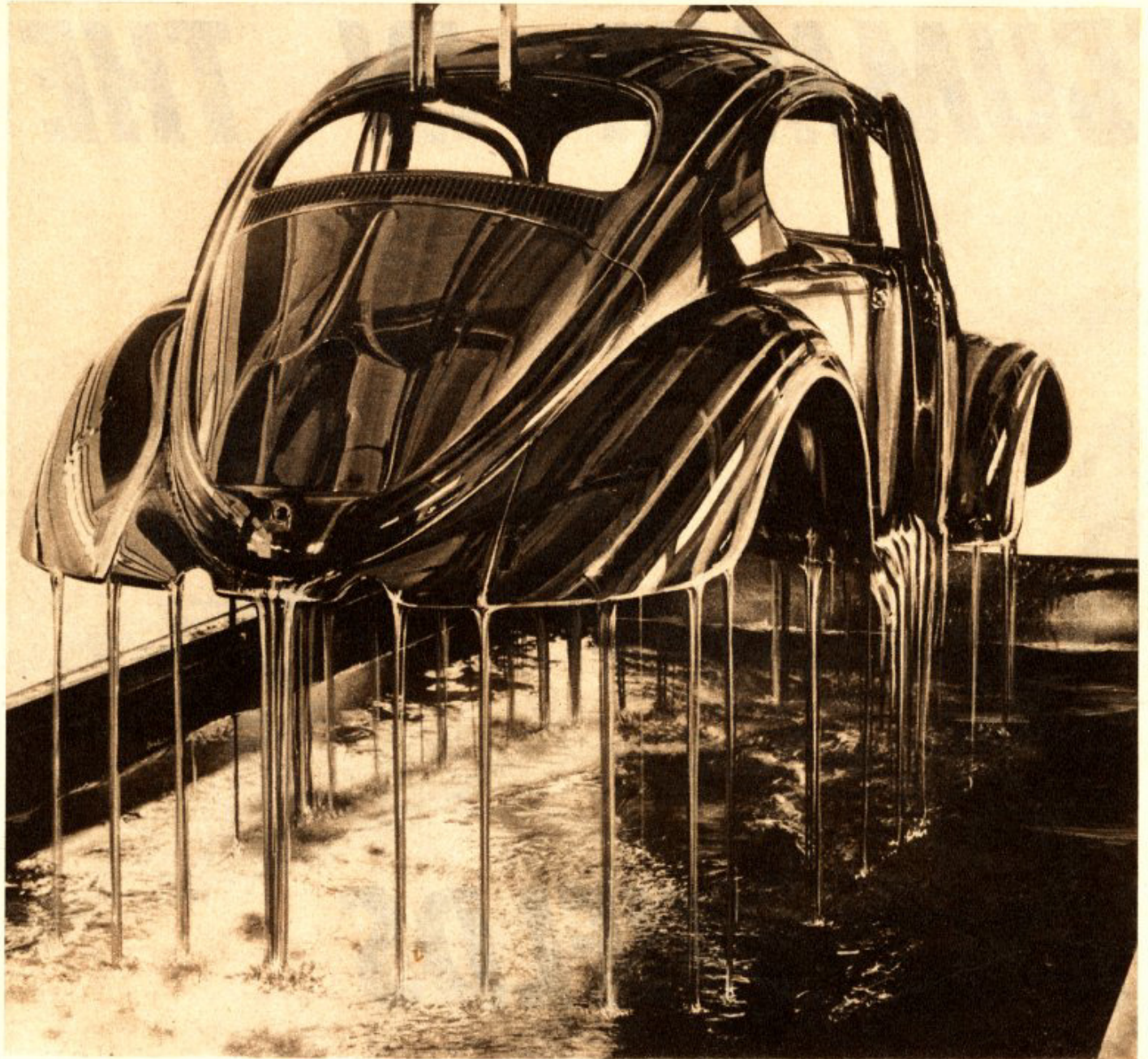
## Last month's crossword.



# VW Campervans



are very popular with cool surfer dudes!



VW7519

## *Volkswagen overdoes it again: four coats of paint*

Volkswagens stay in good shape.

We make sure of this by having more inspectors on the job, each day, than there are Volkswagens made.

If there's a flaw, you don't see it because our inspectors spot it first. And back goes the part for replacement.

Painting a Volkswagen is like getting an athlete in trim.

It starts with a bath in a pool of paint. Then we bake it and sand it by hand. Every inch. Next it's sprayed, inside and out, baked again, and sanded.

Not just once, but twice, before we give it the final coat of enamel.

(One bath, three showers, three rub-downs.)

Then we put the car together.

For keeps.

You could take a new Volkswagen around Australia, not just around the block, on its first run. VW is put together to stay that way.

Same with the fittings and finish inside.

VW is made like an expensive car, and finished like one, inside and out.

Look at a seam in the upholstery. Straight?

Straight.

Run your finger under the dashboard. Smooth?

Smooth.

There's another thing about Volkswagen's finish, and it puzzles our competitors.

Why do we handle it so carefully on such an inexpensive car?

Well, we like to look after two things above all else.

Our reputation.

And you.

VW1200 — from £849  
tax paid

VW1500 — from £1199  
tax paid

(State capital city prices)

A product of Volkswagen (Australasia) Pty. Ltd



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Cupid Wedding Cars	(02) 9837 0231
Custom T-Shirts & Trophies	0407 946 939
Custom VeeDub	Qld (07) 3356 4356
Defender Safety	(02) 9838 8986
Euro Revolution	0430 435 489
Exoticars Service Centre	(02) 9683 2110
Expert Signs	0423 113 654
Gold Coast Veedub	Qld (07) 5537 6200
Harding Performance	Qld (07) 3392 2980
H & M Ferman	(02) 9533 2722
ICE Distribution	(02) 4647 0219
Indian Automotive	(02) 4731 6444
Innovative Body Works	0409 653 872
Insane Paint	0402 603 693
Klaack Motors	(02) 9724 5901
Kombi Krazy	0416 566 245
Kombi Rescue	0400 356 057
Korsche VW Recyclers	(02) 4325 7911
Les Barlin Automotive	(02) 6552 3190
MacKellar Service Centre	(02) 9939 2467

Mick Motors	Qld (07) 3266 8133
Mobile Model Cars & Toys	(02) 9543 5364
Moulding Repairs & Polishing	(02) 9838 1175
Motexion Bulkheads	1300 563 333
New Line Automotive	(02) 9651 1411
NRMA Vintage Classic Insurance	1800 646 605
North Rocky Mechanical	Qld (07) 4922 0111
Nulon Products Australia	1800 679 922
Penrose Motors Smash Repairs	(02) 6385 3063
Production Automotive	(02) 4731 6660
Q8 Oils	1800 786 457
Quikstrip Central Coast	0450 308 454
Raw Auto Werks	0401 554 049
Red Van Tyre Colouring	0408 254 574
Reliable Automotive Services	(02) 9438 3830
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	1300 139 006
Stan Pobjoy's Racing Eng.	(02) 6654 3694
Stokers Siding Garage	0431 842 569
Subaru Gears	0419 243 275
The VW King @ Dr Mosha	(02) 9534 1077
Turner Driveshafts & Steering	(02) 9905 0574
Unicap Pty Ltd	(02) 4777 4006
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	Vic (03) 9729 9281
Volkspower	Vic (03) 9808 6777
Volkswagen Spectacular	0427 695 203
Vollkommen Art	Vic (03) 9543 7804
VW Classic Sutherland	(02) 9521 5333
VW Magazine Australia	Qld (07) 3806 1240
WPVW Trim Shop	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	Vic 1300 370 310
Wolfsburg Motors	(02) 9519 4524
Wurth Australia	1300 657 765



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