

Zeitschrift



The new Volkswagen Beetle.

July 2011

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Plus lots more...**



Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2010-11.

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	vicepresident@clubvw.org.au	
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Brian Walker	Rudy Frank	Jeff Dunn
David Carter	Norm Robertson (JP)	
General Committee:		
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Wayne Murray	Grace Rosch	
Ray & Shirley Pleydon	Belinda Harris	
Ken Davis	Mike Said	
Canberra Committee.		
Chairman:	Bruce Walker	0400 119 220
Secretary:	Iven Laufer	(02) 6254 1142
Autofest/Events	Mark Palmer	0416 033 581
Registrar:	Ian Schafferius	0434 717 093

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney	or	Club VeeDub (Secretary)
PO Box 1135		14 Willoughby Cct
Parramatta NSW 2124		Grassmere NSW 2570

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: 24 years.

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

20 years and over.

North Rocky & Import Parts	Wolfsburg Motors St Peters
Shannons Car Insurance	

15 years and over.

Aust VW Performance Ctre	Mick Motors
Dr Moshia the VW King	VW Performance Centre
Indian Automotive	Wayne Penrose Engineering

10 years and over.

Alpha Dot Net	Reliable Automotive Services
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Harding Performance	Trakka Campers
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NRMA Insurance	Wurth Fasteners Australia

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Black Needle Motor Trimming	Kombi Rescue
Bug-A-Bug	Les Barlin VW Automotive
BWA Auto	Vollkommen Art
Camden GTI Performance	VW Classic Sutherland
Canberra VW Centre	VWMA
Classica Vee Dub	Westside Mufflers
Custom Bugs n Buses	Wolfsburg Automotive (VIC)
Custom Off Road	

All VW owners and their kids are invited to the

WINTER DINNER AND VW MOVIE NIGHT

Friday 22nd July

Hubertus Country Club

205 Adams Rd, Luddenham (UBD 224 A15)

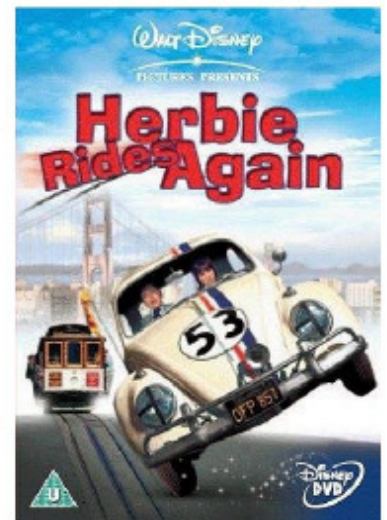
Entry and movies are free!

- 6:00pm - Dinner in the Club's 'Lake View' room (VW club only). Quality German food in relaxed and informal surrounds. German beer on tap. Main meals - Pork Knuckle or Schnitzel from ~ \$25, Kids' meals ~\$12. Bookings essential for dinner - phone Raymond on 040 820 7228 to reserve your space.



- 7:30pm - Movies on the giant screen in the 'Lake View' room. Entry is free! Tonight we present some of the greatest of the classic 1950s MGM cartoons, featuring Tom and Jerry. Kids and grown-ups alike will love them!

- Then we'll have an interval for drinks and coffee, followed by a full presentation of the original Walt Disney's Herbie Rides Again (1974).



**DON'T MISS THIS FABULOUS NIGHT OF FAMILY VW
ENTERTAINMENT !**

VW Winter Break 20th - 21st August 2011



Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW

Friday night meet and greet at the Community Hall.

Saturday 8:30am sharp, leave park to go to the go-kart track.

Saturday 9:00-11:00am—Go-kart racing at Raleigh

Saturday afternoon - Bellingen markets, lunch, rainforest walks

Sunday—Coffs Harbour markets, Park car display.

So call 1-800-729-835 to book a cabin or campsite. You must tell them that you are with the VW people.

Campsites have not been booked. You need to book these ASAP as well. I have asked that all the VW campers are put together. Please remind them about this when you book.

Enquiries contact:

Ray Vanderkly (02) 6658 4422 ah

Steve Carter 0439 133 354

This year the **Bug Off Cancer! Drive** will be done in conjunction with the Winter Break drive to Sawtell on 20 August 2011.

It is not a condition to raise funds to go on the drive, but if you are planning on going on the drive and want to raise funds for a good cause, then this would be a good time to do it. There is no minimum amount to raise. It's not a competition. Any amount raised is better than none. There are no entry fees. Those who are interested in being a part of the Bug Off Cancer! Drive fundraiser team, you can go to:

<http://www.everydayhero.com.au/bugoffcancer>

and register your interest. I will then confirm you as a team member and you can begin to organise to raise funds for cancer research. Those who want to sponsor you can do so by going to the above website, click on your name and register their sponsorship of you. The funds donated will be against your name, and go toward the team total.

If you're not able to go on the drive, and want to donate, you can by going to the above website, nominate a team member and donate to anyone of them or just to the team.

After the Sawtell sector, I will be continuing north to Caloundra, across to Charleville, then on to Bourke, Cobar and back to Sydney. If there are any other VW owners who would like to participate in any part of the drive, please drop me a line and we can put you in as part of the Bug Off Cancer! drive team.

Should you wish to follow the drive, you can follow on Facebook. Just search for bugoffcancer. If you want to know more about Australian Cancer Research Foundation you can go to <http://www.acrf.com.au> - Norm Elias



AUCTIONS · EVENTS · INSURANCE



2010 SHANNONS EASTERN CREEK CLASSIC 20 and 21 AUGUST 2011 EASTERN CREEK INTERNATIONAL RACEWAY

THE LARGEST GATHERING OF CLASSIC VEHICLES IN NSW.

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

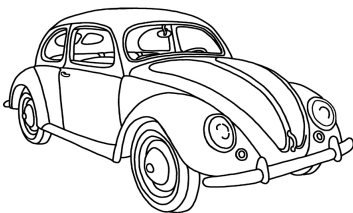
SUNDAY: 1,900+ MEMBER VEHICLES ON DISPLAY AND ON PARADE
CLASSIC DOUBLE DECKER BUS RIDES AROUND THE TRACK
NSW'S MOST PRESTIGIOUS CONCOURS JUDGING EVENT
MILITARY & COMMERCIAL VEHICLES ON DISPLAY
HISTORIC RACING CAR DISPLAY
TRADE DISPLAYS IN PIT GARAGES ALL DAY
BOOKS AND MODELS ON SALE - ideal for Father's day

Special Displays for :-

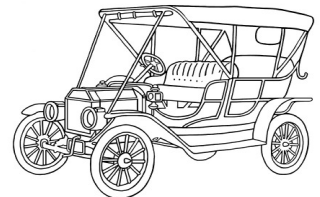
- 100 years of the CHEVROLET
- 0 years of the RENAULT Car Club
- 50 years of the E-TYPE JAGUAR
- 50 years of the VOLVO P-1800
- 50 years of the VW TYPE 3
- 40 years of the VW SUPERBUG

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

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



Club VeeDub Sydney has 20 display spaces reserved – these will go quickly.
Phone David Birchall on 0415 957030 to book your VW in the display and the entry tickets.





Shannons German

Autofest

2011 

A celebration of German automotive engineering & design: Porsche, Mercedes, BMW, Audi & more..

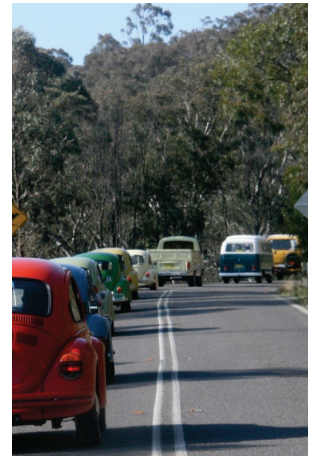


Canberra's largest annual VW weekend

VW cruise & family BBQ

Saturday afternoon - 17 September '11

- ▶ Join your Canberra hosts for a **VW cruise** through the Nation's Capital to a **mystery location** for a sausage sizzle.
- ▶ Enjoy a great run, catch up with fellow enthusiasts and talk dubs!
 - ▶ Meet at **Russell car park**, usual place, to **depart sharp at 3pm**.
(Free to Club VeeDub members or gold coin)



Autofest Carshow

Sunday - 18 September '11

National Library lawns, Parkes Pl. Parkes, ACT.
Trophies awarded and **Refreshments** available.
 Gates Open 8.30 - 11am for judging, **VW Presentation** at 12.30pm
(\$5 for Club VW members & \$10 for Non-club members, plus \$2 fee for event per vehicle.)
 Further details at www.canberravw.com



Club VeeDub
Canberra Chapter



www.canberravw.com



Von dem Herrn Präsident.

Well, it's that time of year once again where you look for all of your receipts to give to your accountant to see if Swany is going to give you back some of your hard earned money. It's also the time of year that your car club has its AGM, so please don't be shy, come along and put up your hand, we can always use your help and ideas. This year the pay for committee members has been doubled! Of course, two times nothing still equals nothing...

So the July meeting at the Greyhound Club will double as the AGM. All positions will be vacated, and new nominees accepted. Dave Birchall will chair this part of the proceedings. I hope you will consider a position to help out, as we need your help to run our club and make it even better than before.

Still to come this month we have the Winter Dinner and Movie Night at the Huberus Country Club, Luddenham, organized by Raymond. See the ad in this magazine for more information, or give Raymond a ring. It will be a good night for a nice German dinner and a few cartoons and VW movies for the kids.

Next month Ray Vanderkly and I are organising the Winter Break at Sawtell on the 20th and 21st August. If you haven't been before this may be good time to go for a short break. It's often said that the Coffs Coast has the best all year climate, what better reason could you want to escape home. This year the Bug Off Cancer! Drive will be run in conjunction with the Winter Break, so you can drive your VW and support a good cause, see the ad in this magazine for more information.

Unfortunately the Winter Break has clashed with another very good event, the Shannons Eastern Creek Classic 2011 at Eastern Creek Raceway, organised by the CMC. Many of our members will be attending with their VWs, so why not come along and have look. It will be special for Volkswagens this year as it's the 50th anniversary of the Type 3, and the 40th anniversary of the Superbug, and we will have examples of each on display.

There are other good events coming up too, so keep an eye on the calendar.

See you soon,

Steve Carter



Kanberra Kapitelreport.

Hi from a very chilly Canberra. I now find myself being sent away for work this weekend. I will be home Saturday, all things being equal.

Mandy has created some fliers for future events, one of which we are hoping to get in this issue of the magazine - an event for mid August at the Beetle Exchange in Fyshwick. Of course, we also have the Autofest flyer appearing on the

opposite page, which is our biggest VW event of the year here in the ACT.

These work trips never come at a good time, I hope we can still work around the issues.

We are hoping to have some ACT members appear at the club AGM in Sydney this month, and report on the excellent year we have had with the Canberra Chapter.

Bruce Walker



Klub Kalender. July.

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **Tonight is the AGM - all positions are vacant and are re-nominated / voted on.** Why not try your hand at a position! 8:00pm start.

Friday 22nd:- Winter Dinner and Movie Night at the Huberus Country Club, Luddenham. Dinner at 6pm - ~\$25 adults, \$12 kids. German beer on tap! 7:30pm is cartoons, a coffee intermission, then Herbie Rides Again (1974) on the big movie screen. A great family night out! Contact Raymond on 0408 8207228 for more info.

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

August.

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

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

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:- Shannons Eastern Creek Classic 2011 at Eastern Creek Raceway, organised by the CMC. The largest gathering of classic cars (1,900+) in NSW. Double-deck bus rides, trade stands, historic race cars, parade lap of the track. Club VeeDub will again have a Volkswagen display, and our club has 20 spaces booked this year. Type 3s and Superbugs featured. Contact Dave Birchall on 0415 957030 to reserve your spot.

Friday 19th to Sunday 21st:- 2011 VW Winter Break at Sawtell. Participate in activities or just veg out! Bookings for cabins and campsites need to be made ASAP. Phone the Caravan Park on 1800-729835 to make your booking - tell them you are with the VW people. All VWs welcome.

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

September.

Thursday 1st:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 11th:- VW Motorkhana at Nirimba College TAFE, Schofields. A round of the NSW State Championship, run by Club VeeDub. Beginners/First-timers welcome - Volkswagen drivers wanted! Phone Cameron Hart on 0407 003359 for more information.

Thursday 15th:- 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 18th:- Burwood Spring Festival Car Show, Burwood Park. Car show is part of the street festival with stalls, food, rides and entertainment. Vintage, veteran and classic vehicles. Club Veedub will have a Volkswagen display (\$10 entry), but you must pre-book. Phone Rhonda Sclanders on (02) 9747 2757 or email show.n.shine@bigpond.com

Saturday 17th and Sunday 18th:- Canberra Autofest VW weekend. Saturday afternoon and sausage sizzle. Sunday is German Autofest car show on the National Library lawns. Food and drink available, kids car show and activities. Contact Bruce on 0400 119220 for more info.

Monday 26th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

October.

Sunday 2nd:- German Oktoberfest 2011 at the Hubertus Social Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, Oom pah pah band. Market stalls, kids' rides! Club Veedub has a Volkswagen display in a prime position. You are also welcome to camp over on Saturday night, should you wish. Einen wunderbaren Tag! For all info phone Raymond on 0408 207228. Prosit!

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).

Club VeeDub AGM Thursday 21st July 2010.

The July monthly meeting is also our Club's Annual General Meeting. All committee positions will be declared vacant, and new nominations for all positions will be accepted. Voting will take place as required, if more than one nomination for a position is forwarded.

All Club Veedub members are invited to stand for a suitable position on the committee for 2011-12. We are always looking for new blood and new ideas, and we welcome your input to help make our VW Club bigger and better than ever.

Consult the Committee list (page 2) to see the positions available. We suggest you contact the current person and ask about their duties and responsibilities if you are interested.

Whether you'd like to stand for a position, or just have your say in how our Club is run, please come along to the AGM.

We need your help to run our Club!

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.

Sunday 30th:- Southern Highlands Motorfest 2011 at Chevalier College, 566 Moss Vale Rd Burradoo. Open to all types of cars, commercials, heavy vehicles and bikes. Informal show n shine event with trophies awarded for all categories. Combined with the annual Chevalier Country Fair and a full day's program of wood chopping. Lots of food, stalls, rides and games. \$10 entry. Let's see lots of Volkswagens this year! **Club VeeDub Convoy meets at Uncle Leo's, Liverpool Crossroads, at 7:15am for 7:30 departure.**

WANTED:

VW Kombi Pickups wanted, to join me at the famous Deniliquin Ute Muster this year Friday 30th September to 1st October 2011.



**Event info & tickets at:
www.deniutemuster.com.au
Interested people please contact me at wlyarrum@hotmail.com
- signed Wayne Murray**

Monday 24th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

November.

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.

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

Marktplatz.

All ads should be emailed to: editor@clubvw.org.au
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. All ads will be published here for two months.

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

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

New Ads.

For Sale:- Superbug Karmann cabrio 1973. Factory convertible imported from UK (RHD) in concours condition. Ground up restoration completed with the following features: Bare metal re-build.

New 2 Pak paint (deep yellow),

New engine (Remtec 1600 cc TP)

New leather interior (dark green)

New German square weave carpet (Kraftfahrzeugtechnik KHM, Germany)

New roof (sonnenland fabric), lining and padding.

(Kraftfahrzeugtechnik

KHM, Germany)

Tinted windows (green)

Blaupunkt CD/Radio (colour series - yellow) with concealed speakers in

footwell/base under rear seat

Original Lemmertz wheels, new tyres

H4 headlights

Perfect dash

This vehicle is in mint condition and is located in Canberra. Registered on Historic plates as she is a 'garage queen.' Selling due to other (VW) projects. Asking \$30,000 ONO. Happy to discuss but no tyre kickers please. Phone Peter on 0439491564.





Club VeeDub - Canberra Chapter

Club members are invited to a gathering at



7 Whyalla St, Fyshwick

on

Saturday, 27 August 2011

Meet **12.30pm** at the above address for an **informative talk** by **Peter Dimmock**, followed by a **BBQ**, courtesy of **The beetle exchange**.

Club members will then have an opportunity to **peruse & purchase** a stash of **VW parts** including used panels etc, so bring some **cash!**

*To assist with catering please **rsvp***

raafkombi@dodo.com.au

by Tuesday, 23 August '11



www.canberravw.com

2nd Month Ads.

For Sale:- 1975 Volkswagen Super Beetle L Model in good condition available. This car would suit restorer/enthusiast who would enjoy restoring the car to its original condition. There is some rust, but it is still completely roadworthy and mechanically sound with another 7 months rego (December

2011). The car has been fitted with an immobiliser, radio/cd player and cigarette lighter. It has been in the family for 8 years but we now need something more modern. For Sale \$4200 negotiable. Please call Jake to arrange inspection on 0402 420 946 - car garaged in Waterloo NSW 2017.

Trades and services directory.

Unit 1
11B Harp Street
Campsie NSW
Australia 2194

Tel: 02 9789 1777
Fax: 02 9718 8704

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

For Sale:- 1971 VW Superbug 1600. This car has had 3 owners in its 40 year lifespan. I have owned the vehicle for the last 17 years and have maintained regular servicing during this time. In 2007 the engine was overhauled by a VW specialist in Newcastle NSW and was fitted with a brand new bonnet in 2009. The car has been incredibly reliable and still starts first time every day. Car is at Pymble (Sydney). Will accept first realistic offer. Contact Dominic on 0488 238 161 or email DJWilkinson@riverview.nsw.edu.au

For Sale:- 1971 Beetle – UK Import. 1.2-litre, 12 volt. Rust and some scratches, needs bodywork to get back on road but mechanically sound. Unregistered but garaged since 2007. Work done in London VW garage includes new running boards, heated rear window, inertia reel seatbelts and high backed front seats to comply with Australian import regulations (still authentic VW). Offers over \$2500, Cash only please. Phone Peter 0447 877 104.

For Sale:- VW Passat 1997, good condition, power windows, power door locks, air con, power steering, power mirrors. Stereo. Reliable. Alloys. \$2200 ONO. Phone 0450 063521.

Trades and services directory.



Camden GTI Performance are proud to present a special offer to all Club VeeDub Sydney members



FREE Diagnostic Computer Scan
5 minute Physical Diagnosis

Come and visit our brand new workshop – purpose built to service your watercooled Volkswagen and Audi vehicles.

We supply **OEM and genuine German parts**. Our specialist trained VW and AUDI technicians can fit any part. Using factory VCDS diagnostic software, we can **repair, modify and service** your German vehicle.

Typical late model oil and filter service: \$240

*Using synthetic oil, German filters,
30 point safety check and VCDS Scan*

Typical early model oil and filter service: \$165

*Using mineral oil, German filters,
30 point safety check and VCDS Scan*

Contact us on: (02) 4627 3072 or 0423051737

Or call in at: **Unit 20/6 Badgally Road,**

Campbelltown, NSW, 2560 (Just off Blaxland Road)

We also stock a massive range of late model VW/Audi new and used parts in our parts centre!

For Sale:- Volkswagen Beetle 1969, rego expires March 2012, \$4,900. Phone 0400 174174.

For Sale: VW Crafter 3.5-tonne LWB, large van, 2007 model. High roof, Manual, as new. Rego until Nov 2011, full service history, power options, turbo diesel engine. Make great truck for VW business. \$33,985. Phone 0416 226660.

For Sale:- VW Golf, 2008 model, rego expires March 2012. Great condition GT Sport model, 6-speed manual, turbo diesel engine. Bluetooth, iPod factory fitted. Towbar fitted. Full service history, \$27,760. Phone 0411299588.

For Sale:- Volkswagen Kombi, 1974, 3-speed automatic, good condition, rego expires Nov 2011. Tow bar, roof racks, pop-top camper with sink, cupboards, rock n roll bed, new upholstery. \$12,000 ONO. Call Craig on 0433 810912.

Trades and services directory.

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Trades and services directory.



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New Eos now on sale.

The new Volkswagen Eos is now at Australian dealers. The cabriolet coupé has been visually updated (front and rear) and refined with numerous new features.

The Eos combines the benefits of a full convertible and – for when the sun doesn't shine – a hard-top coupé. The folding hard-top is made up of five parts, enabling the roof to fold electro-hydraulically neatly into the boot, occupying minimal space. With the roof closed, boot capacity is 380 litres; with the roof 'down', luggage space is 205 litres. The roof function is neat and efficient and quite amazing to watch.

The new Volkswagen Eos was the first car in the world to feature a five-section hard top with an integrated sliding/tilting glass roof. The CSC-roof offers the general benefits of a coupé and convertible throughout the year, as well as low noise levels even at higher driving speeds and with the roof closed. The hard shell also makes life harder for thieves and vandals.

The CSC-system works via a specially designed and stylish switch in the central console between the front seats, which controls the opening and closing of the CSC-roof. From the first 'click' to the last 'clack' it takes only 25 seconds. After pushing the convertible roof actuation button, all four windows are lowered. Only when the windows have lowered fully does the glass panel roof begin to open.

The lid of the boot is less bulky, which provides room for a harmonious rear design. When the top is down the boot offers the equivalent of 205 litres space; when the roof is closed the available space is 380 litres. For the last few millimetres the lid of the boot closes via a power latching system as a standard feature.

Clearly structured and horizontally contoured, the appearance of the new Eos follows the code of the current Volkswagen design 'DNA'. Extending now 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. Park Assist 2 is available for the first time on the Eos, the increasingly popular system which aids both parallel and perpendicular parking manoeuvres.

The new Volkswagen Eos is more comprehensively equipped with convenience, luxury and technology. New standard items such as the Direct Shift Gearbox (DSG), Bluetooth connectivity, alarm system and Media Device Interface (MDI) have been added to an impressive list which includes leather upholstery, alloy wheels, RCD510 audio, dual-zone climate control air conditioning, rain sensing wipers and rear parking distance sensors. This extensive standard equipment list leaves a very concise option range which includes the significantly enhanced Park Assist 2 new for the Eos, satellite navigation system (RNS510), Bi-Xenon headlights with LED driving lights and a Sports Package which combines a stunning new 18" alloy wheel, dark tinted LED tail lights and adaptive chassis control.

The Eos comes with an extensive list of standard safety features including Electronic Stabilisation Programme (ESP), ABS, Brake Assist, EDL and ASR, front and front side/head airbags (4), safety optimised front head restraints and active roll-over protection system and Hill Start Assist (HSA).

The performance and efficiency of the Eos engine range only recently revised will continue – both the 2.0 litre

103 kW common rail TDI diesel engine and the 2.0 litre 155 kW turbocharged TSI petrol engine are now matched exclusively to the DSG transmission.

The powerful petrol engine available for the new Eos is the 2.0-litre 155 kW TSI (from the Golf GTI). This turbocharged direct injection petrol engine develops a maximum torque of 280 Nm from 1,700 rpm. The 2.0-litre TSI engine consumes 7.7 litres of fuel per 100 kilometres (179 g/km CO₂). The new TSI unit features substantial changes including modified pistons and piston rings, an updated oil pump, new induction system and a high-pressure fuel pump. This engine was also completely redesigned for Euro V compliance, lower CO₂ emissions, fuel efficiency and ease of servicing.



The 2.0-litre TDI is fuel-efficient. At 5.9 L/100 km (156 g/km CO₂), the four-cylinder engine consumes 0.2 litres less fuel than the previous model. In addition, the TDI shines at practically every engine speed with categorically high torque; it already delivers its maximum torque of 320 Nm starting at 1,750 rpm and holds it constant up to 2,500 rpm.

Fuel induction in the large direct injection turbo-diesel engine is handled by the latest generation common rail system. Up to 1,800 bar injection pressure and special eight-hole injection nozzles deliver especially fine atomisation of the diesel fuel. The eight-hole injection nozzles are controlled by the latest generation of piezo in-line injectors. Electrically-controlled piezo crystals, assisted by a hydraulic element, inject fuel in fractions of a second.

Compared to conventional solenoid valves, piezo technology enables more flexible injection processes with smaller and more precisely metered fuel volumes. The benefit: a quiet and pleasantly smooth running engine, responsiveness and low fuel consumption and emissions. Also having a positive effect on acoustics is the completely maintenance-free toothed belt drive of the camshaft.

Inspect the new Eos at your Volkswagen dealer now.

New Volkswagen Eos Pricing:

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Passat CC BlueMotion.

Volkswagen merges elegance, sophistication and sustainability in one with the release of the Passat CC BlueMotion in Australia. Available on the 2.0 litre 125 kW TDI engine, BlueMotion Technology uses Volkswagen's innovative Start/Stop system with brake energy recuperation, offering the most fuel efficient and environmentally friendly Passat CC to date. In addition, the highly efficient regenerative braking system is available on both the Passat CC 125TDI and Passat CC V6 FSI, all at no extra cost.



The BlueMotion TDI has been updated to provide the most economical, comfortable and powerful engine possible. The 2.0 litre diesel engine, featuring the Start/Stop system and recuperation braking as standard equipment, provides 125 kW of power while offering a reduced combined cycle fuel consumption of 5.7 litres per 100km (a decrease of 0.6 litres). CO2 emission levels have also decreased to 150 g/km.

The highly efficient automatic Start/Stop system is where real fuel savings are made in the Passat CC 125TDI. The system is operational through the vehicle's brake pedal. When the driver depresses the brake, the engine shuts down and a Start/Stop symbol illuminates on the multifunction display. In order to move away, the driver simply releases the brake and the engine restarts automatically. The system can be deactivated through the press of a button located on the centre console, if necessary.

The regenerative braking system, introduced with the new Passat recently, is now applied to both the Passat CC 125TDI BlueMotion and Passat CC V6 FSI. The regenerative braking system helps to utilise energy that would otherwise be lost during braking. In deceleration and braking phases, the alternator's voltage is boosted and used for bulk recharging of the car's battery. Thanks to alternator control, it is possible to lower alternator voltage and even switch it off entirely, thus reducing engine load and improving fuel consumption.

Just as innovative as the powertrain technologies is the driver assistance system, which can be optioned on both Passat CC models. This driver assistance system offers Volkswagen's advanced 'Adaptive Cruise Control (ACC)' with Front Assist and City Emergency Brake (City EB) function. Additional optional high-end technologies include Park Assist 2 and Lane Assist. The convenience of Volkswagen's Adaptive Chassis Control system comes standard on both the 125TDI BlueMotion and the V6 FSI models.

Combining these state-of-the-art systems with the styling of the Passat CC - panoramic glass roof, frameless

coupé doors, 18-inch 'Daytona' alloy wheels, chrome accents (interior and exterior), four ergonomic sport seats (individual seating system in rear) with Nappa leather as standard, a three-spoke leather steering wheel and automatic headlights - along with its range of safety features such as ESP with ABS, ASR and EDL, Volkswagen has updated the model in an endeavour to keep it competitive in its class, especially with the Ford Mondeo becoming more economical and with the new Peugeot 508 about to arrive in Australia.

VW's Australian plans.

The turbo badge and the six-speed manual gearbox fitted to Volkswagen's new 'new' Beetle at the New York auto show says everything about the car. Men are the target and Volkswagen is getting tough to win them to the second remake of the 70-year-old original.

VW has made the Beetle's body longer, lower and wider to make it more masculine, and also to answer criticisms of the girlie 1998 model - pinched back-seat space and an overly small boot - which was always compromised by sitting over the top of a Golf. The latest Beetle also has a much more mainstream cabin design — and without the dashboard vase that is a tribute to the original. It looks better and holds on to the rounded shape. And it still includes a set of fake running boards.



Yes, that's right, it's no longer the 'New Beetle', just the 'Beetle'. It will be the first VW to be officially sold as the 'Volkswagen Beetle' in Australia since the original model was in 1976 – the only time it actually was called 'Beetle'.

The redesigned Beetle is already confirmed for Australia next year and Volkswagen believes it will be more popular than the previous model that brought the charismatic Beetle back from the dead.

"Yes, 2012, that's decided, so in one year's time probably," said Volkswagen Group Australia head Anke Koeckler, who is a strong supporter of the new design and the changes made to attract men to the car.

"Right now, the designers tried to make it actually more masculine - and I think the job is done. We will have more men sitting in the car." The mechanical details of the Beetle are being kept for later, but already it is confirmed with a range of petrol and diesel engines, both DSG and manual gearboxes, and - for the moment - front-wheel-drive. In other words, same as the normal Golf.

In Australia, the run-out of the existing New Beetle has been going for some time and Koeckler said stock was short.

“We don’t produce the Beetles for stock; We’re producing the Beetle for customers, and that means we don’t have a lot of Beetles left,” she said, adding she looked forward to a car that, together with the sporty Scirocco coupe, had the potential to attract new customers to the brand.

“The Scirocco is a really good product to emotionalise our brand again,” she said. “It’s such an iconic model for our brand right now. It took us a bit of time but I think the product is looking quite promising for us.”

The tiny city car, called the Up, is also in Volkswagen’s local plan, and Koeckler confirmed that Volkswagen Australia would like to get the production version of it Down Under as soon as possible.



“We are still working on this but we are keen enough to get it out within the next two years,” she said. “Better earlier than later, because I think there is a demand.”

Motor shows over the past four years have seen a string of Up concepts: rear-drive boxer engine and hybrid and electric versions with hatchback, convertible and multi-purpose bodies. However, the production version that will be unveiled in Frankfurt in September is set to have a super frugal three-cylinder engine - and will seat four cosily, we imagine, in a tiny three-door hatch body.

Koeckler said that while the segment was still in its infancy, the Up might attract attention overall to the city car option. “We don’t have a lot of competition still in this segment but I think a lot of customers might like this segment once we have the Up to offer,” she said. “And in launching this car in the Australian market, the strong currency might help us to get the positive answer from our headquarters.”

In the meantime, Koeckler has been looking forward to plugging gaps at the other end of the Volkswagen line-up with new versions of the Amarok ute, but no firm timing has been set for that.

“We are working on having the single-cab Amarok, as we promised already during our launch, and we might have this car actually by next year,” she said. “We are working also on automatic versions because we know we have to have the full range for the Amarok. But I can’t give you dates.”

The near future would focus on the new Touareg, now set to arrive in July and would, Koeckler said, boost sales of the SUV, which suffered from supply problems. The current model sold here by VW was out of production some time ago and dealers were able to work only with the remaining

stockpile. “But there’s not a lot of stock left,” Koeckler added, “and we are getting a lot of request asking us when the new Touareg is coming.”

Meanwhile the latest Beetle’s exterior reinterprets the silhouette of the famous original Volkswagen Beetle and combines stylistic elements borrowed from the original with the latest technology. This is intended to provide Beetle drivers a lot of driving fun and individuality.

See the in-depth look at the VW Beetle in this issue.

VW for WRC in 2013.

Volkswagen have confirmed two rumours, one directly, the other indirectly. First, Volkswagen confirmed its plans to enter a factory-backed team in the World Rally Championship from 2013. By nominating a new Polo R WRC as the car of choice we think VW has also indirectly confirmed plans to manufacture the on-again, off-again Polo R road car.

Speaking about the company’s decision to move into WRC Dr Ulrich Hackenberg, Volkswagen Development Manager, said, “The new Technical Regulations of the World Rally Championship are an ideal fit for Volkswagen’s philosophy with respect to the development of production vehicles.

“Downsizing, high efficiency and reliability are top priorities for our customers. The timing of the WRC debut is optimal for Volkswagen. The big task of engineering a vehicle that is competitive and capable of winning at a large number of challenges holds great appeal for us.”



Volkswagen believes their strong success in Dakar not only gives them a solid grounding for a WRC effort, but also the desire to reach new heights. Kris Nissen, Volkswagen Motorsport Director explains, “We can draw on an experienced and proven squad which has done an outstanding job in top-calibre sport in the past few years. Even though the WRC is new territory for us and involves learning in many areas the team already meets some important prerequisites now as it brings an unwavering professional attitude and resolve to deliver absolute perfection to this commitment.”

One thing is certain, the Polo R WRC concept car you see here looks fantastic! No exact details have been released as yet, but it is expected that the Polo R WRC will have a 1.6-litre TSI engine (new rules specify a 1.6-litre maximum), developing around 225 kW. It will be all-wheel-drive.

Golf GTI Edition 35.

The 35th anniversary of the Golf GTI was an impetus for Volkswagen to devise a special type of anniversary model. This new version model will be offered under the 'Edition 35' label. And yes, unlike the original GTI, this one will be coming to Australia.

Since the European debut of the first Golf GTI in 1976, this sporty Volkswagen has enjoyed an uninterrupted history of success spanning 35 years. The GTI has long become a car with broad appeal. Milestone GTI anniversaries have been celebrated with exclusive special models.

Volkswagen now continues in this tradition with the Golf GTI Edition 35: its coherent design approach combines classic GTI elements with features specifically for the Edition 35. Not only does the front bumper glisten in a new design; the car's exterior and interior showcase the special model's exclusivity as well. The '35' signature appears on the panels, door sill plates, head restraints and centre seat panel. The highly equipped model also has a high-end metal key ring.



Along with customised features, the special model also promises more driving fun with power increased from 155 kW to 173 kW compared to the regular production model. It is actually a detuned version of the 2.0-litre Golf R engine, with a larger turbo than the normal GTI. Much like the Golf Pirelli of 2009. The Golf Edition 35 can reach 0-100 km/h in 6.6 seconds.

The Golf GTI Edition 35 celebrated its world debut at the popular GTI Meet at Wörthersee, Austria, held from 1st to 4th June. With over 100,000 fans attending, it is the world's largest Volkswagen show. In past years VW has also showed other well-known GTI anniversary models at this event, such as the Edition 20 and Edition 30. The latest model's market launch in Germany began in mid-June.

The Volkswagen Golf GTI Edition 35 will be coming to Australia later in 2011, although details have not been finalised as yet.

Golf R Cabriolet.

At the giant 30th Wörthersee GTI meet, Volkswagen has followed up its GTI Edition 35 (see above) by ripping the top off the Golf R to make an 'R Cabriolet'. The 4Motion AWD Cabriolet translates its special R styling cues and drivetrain across to the regular ragtop Golf. If you're into



open top motoring, this could be the ultimate Volkswagen cabriolet.

The 199 kW Cabriolet concept races to the 100 km/h mark in less than six seconds. The top speed is identical with the normal R at 250 km/h. This makes the R Cabriolet the fastest open-top Golf ever. Even more impressive, however, is the engine's tremendous torque – 350 Newton metres from a low 2,500 rpm make this cabriolet an ideal cruiser.

Like the closed-top Golf R, the cabriolet was lowered by 25 mm via a sport chassis. A 17-inch brake system with internally ventilated discs at all wheels and blue painted high-performance brake callipers (including R-logo) enables impressive deceleration values. Making contact to the road surface on the Golf R Cabriolet Concept are 19-inch "Talladega" alloy wheels with size 235 tyres.

Naturally, the Golf R Cabriolet Concept also presents an especially sporty interior concept. Motorsport shell seats in dark blue carbon leather, combined with high-end Nappa leather in 'Pure Grey' set the tone. The backs of the shell seats are painted in luxurious black piano paint. Upholstery piping and decorative seams provide for colour contrast. Carbon accents emphasise the concept's technical-sporty character. The sandblasted aluminium doorsill plates with black piano paint inlays display finely crafted workmanship.

It's only being described as a concept, so don't start thinking you can rock on to your VW dealer and order one. But, as with most things, if enough interest is shown then Volkswagen will find a way to build it.

Golf GTI Cabrio.

Also at this year's Wörthersee show Volkswagen revealed the GTI Cabriolet concept, to go with the Golf R cabrio and the GTI Edition 35 special models.



There was no press release to go with this one, but it's probably safe to assume this is another one-off. The front splitter, which wraps around to the side and continues around the back to complement the angled exhaust tips, seems to work better in the Cabrio version than the hardtop.

We wish we could tell you and show you more about this car, but Volkswagen is not giving much away at this stage. However it is almost certain to go into production if there is enough demand. Volkswagen now owns the former Karmann factory in Osnabrück.

VW and GAZ.

Volkswagen and the GAZ Group signed an agreement in June to assemble Volkswagen and Škoda models under contract at the GAZ plant in Nizhny Novgorod (Russia). The planned production volume is 110,000 vehicles per year. The agreement runs until 2019.



Under the agreement, GAZ will build the Volkswagen Jetta, Skoda Octavia and Skoda Yeti models for the Russian market. In order to respond swiftly to fast-growing demand in the Russian automobile sector, the first model to be built by GAZ, the Skoda Yeti, is to start rolling off the production line by the end of 2012.

Prof. Dr. Martin Winterkorn, CEO of Volkswagen AG said, "The Russian market is a growth engine for the automobile industry and an important pillar of our Strategy 2018. The quick expansion of production capacity in cooperation with GAZ will significantly strengthen the Volkswagen Group's position on this key market."

Speaking at the signing ceremony in Nizhny Novgorod, Detlef Wittig, General Representative of Volkswagen AG, said, "The agreement with GAZ is a further milestone in expanding our industrial commitment in Russia. Apart from the contract manufacturing of 110,000 vehicles per year at GAZ, we will also be expanding capacity at our plant in Kaluga in order to participate in the boom on the Russian market. We look forward to continued open and constructive co-operation with GAZ."

Investment in production at Nizhny Novgorod will amount to some 200 million Euro. This covers expanding and modernising existing paint shop and assembly facilities as well as setting up a new body shop.

In addition, Volkswagen and GAZ will be implementing a training programme for employees in Nizhny

Novgorod, thus ensuring that the local models meet the Volkswagen Group's production standards.

US Passat prices cut.

Volkswagen in the US has just announced a drastic price cut for the upcoming new 2011 Volkswagen Passat sedan, which will now start at US\$20,765. The price reduction will put it in direct competition with the popular Toyota Camry and Honda Accord.

In the US, the price of the Toyota Camry starts at US\$20,195. Compared with the 2010 Volkswagen Passat sedan, which retailed for US\$27,945, the VW was a stretch too far for most buyers in the Camry segment. With the new model though, which is set to be launched in the US during the second-half of the year, Volkswagen of America has decided this gap should be closed, providing serious competition to the Camry and Accord.

The 2011 US VW Passat will be available with a choice of three engines in America, including a turbo-diesel variant. Turbo-diesel and diesel engines are still a relatively new concept in the US in terms of normal passenger cars. It will be interesting to see how it shapes up against its rivals, especially with a claimed full-tank range of just under 1,300 km.

Volkswagen currently has a number of marketing campaigns going in the States which are trying to revamp the Volkswagen brand. Christian Klingler, head of sales and marketing for Volkswagen worldwide said in a recent US Automotive News report, "Volkswagen is back," adding "Our intention with this Passat is to broaden the appeal to more customers."



The 2011 US Passat is made in VW's new plant in Chattanooga, Tennessee, and is a completely different car from the European Passat sold in Australia. The US Passat is 'dumbed down', with a different body shell, simpler and cruder suspension and engine, and lower level of trim than the Euro Passat in order to cut costs as much as possible. It will not be sold outside the USA.

It's a pity the Volkswagen Passat in Australia is unable to be priced so competitively with cars such as the Honda Accord Euro and the Toyota Camry (the Volkswagen Passat starts at \$38,990 here in Australia, excluding on-road costs), although our range is considerably larger and better than what is offered in the US.

Flat Four Cruise to the Dam. Sunday 19 June.

Our friends at the Flat Four VW club recently ran another one of their very enjoyable cruises to Warragamba Dam, on Sunday 19th June. I think this was the third time we went there, and each time it has been good fun.

The VWs were to meet at the Plough and Harrow Park, just of Elizabeth Drive at Cecil Hills, from 11am. I washed and polished the Golf early in the morning, then had breakfast first at Hungry Jacks (as you do) at Hoxton Park. After a leisurely read of the Sunday paper over a Whopper and a coffee I cruised up Cowpasture Rd, turned left at Cowpasture Rd and was there.



I immediately saw all the VWs together right near the entrance, not further in on the hill as previously. I turned off the lights, swing in and parked at the end of the line. It was already a good turnout, with eight or nine Beetles, a similar number of Kombis and a few new VWs such as a couple of Caddys, and Brian in Robyn's Golf.

There was half an hour to chat in the brilliant winter sunshine, and say hi to all the familiar faces from our club. Ray and Shirley were there as always, plus the Murrays in two Kombis, and Rudi in his blue Superbug. Gary was there in his Kombi, and I also spotted Alex – not in his Disney Herbie but in a Lotus of all things. There were two Herbie replicas along for the day too.

We also mingled with our Flat Four friends, but in no time everyone was called together for a Driver's Briefing.



Rather than go out to the dam and return, as before, this time the run would conclude up there for a barbecue. There was a modest \$10 entry fee for each car, which included a numbered sticker and People's Choice voting slips, which needed to be completed and submitted up at the dam.

So the VWs moved off, Beetles (and Golfs) first, then the Kombis and the couple of non-VWs at the back. We got most of them onto Elizabeth Drive in one green light, but the lead car slowed to let stragglers catch up and the VWs cruised west, past the M7 overbridge and then the Mamre Rd roundabout where idiots in Commodores often pushed into the line of VWs.

We sat on 70 km/h for five or ten minutes, then turned left at the end onto The Northern Rd. The leaders pulled off onto the shoulder, with the line of VWs following, in order to let the last stragglers catch up. We sat for a few moments, then pulled out again and headed south. Past Luddenham village, past Vicary's Winery, and so into Bringelly. Then we turned left onto an old Flat Four favourite, Greendale Rd. This scenic country road took us up and down, left and right, through scenic pasture country and past several small historic landmarks. After an enjoyable 20 minutes we arrived at the roundabout at Wallacia, where we turned left onto Silverdale Rd and headed for the Dam.



The road quickly climbs, then levels out as you approach Warragamba township. This time we followed Farnsworth Ave and pulled into the original carpark and visitors' area, right beside where the old model dam used to be. We pretty much had the car park to ourselves.

Flat Four had set up their excellent mobile BBQ, and were also catering for tea and coffee, and even cake. We stood

and chatted and drank for a short period, then we were free to stretch our legs and explore the dam and surrounds.

When we last visited in November 2010 the dam was at 58%, but this time it was considerably fuller at 77% and the level was noticeably higher. Much of the bare rocky area at the rear of the spillway was under water, and lines of dead trees were visible along what was the 50% full shoreline, 'waist' deep in water. Close to the dam the lake surface was covered in an oily brown slick, no doubt the usual seasonal outbreak of red algae. The level hasn't been this high since 2002.



I spent some time in the visitors centre and wandering back through the restored Haviland Park, stopping to read the historic markers and information signs. Haviland Park is what used to be the construction gravel storage area, where it was stacked in a series of huge piles ready for making concrete. Amazingly the Nepean River gravel was transported up from the quarry at Emu Plains, not by truck but by a 22 km cable car system.

By the time I wandered back to the Flat Four area many of the cars had gone, so I missed out on seeing who won the People's Choice (Beetles and Kombis). There were only a few people left, so after another quick chat I headed off home.

Thanks to the team at Flat Four for another relaxing and enjoyable day. Well we've been to Warragamba three times now – how about a cruise down to Woronora Dam next time? Or what about Cataract, Cordeaux or Nepean Dams? Or I wonder what there is to see at Prospect Reservoir?



Norm's Run for Charity. Sunday 26 June.

Blessed with a fine warm and sunny winters day, Club Vee Dub's Fish n Chip warm clothing for charity Run to Gerringong Bowling Club went down as a success.



Meeting up at the Buddhist Temple at Unanderra at 10am, most had a coffee and a good look around before heading off at 11am. Just under 20 cars turned out. There was a good mix of water and air-cooled VWs.

The run to Gerringong was not a long distance, less than 50 km, with both locations offering superb views.

There were a couple of new cars as well as the usual runners. A nice Squareback with a young family aboard, and potential new members were most welcome. Rudi and Ingrid turn up with their resently restored Blue Superbug L (sounds stock to me); also Greg and Kay made it with their nice cream oval. Brian, and Phil and Lily, were both in their red Golfs.



Gerringong Bowling Club is located overlooking Warri Beach and has ample parking for just this type of run. The club staff had reserved our seating in the Bistro area, which has a good variety of meals starting with a \$12 two course on the menu. Cannot beat that. It was a real family day with quite a few members' kids in attendance, and they also



enjoyed the special kids' menu while we grown-ups enjoyed a beer and talked cars.

Armed with voting slips all those in attendance voted for their choice in water and air-cooled categories Winner of the Peoples' Choice Water-cooled Trophy was a black Polo GTI (a new member!) and Kay and Greg's Cream Oval won the aircooled Trophy. Both deserving and both happily surprised.

A special thanks to our barrel girl, the lovely Lily, who assisted me with the tickets and with drawing the lucky door prizes.

Benefiting from this warm clothing charity run was St Vincent de Paul who operate a night beat caring and clothing those who are living on the streets. Supporting the Fish and Chip Run, Club VeeDub Sydney with prizes and trophies,

Campbelltown Trophies for engraving of trophies on short notice and Gerringong Bowling Club for use of its venue.



Thanks to all who participated and for your generous donations for a good cause. Thanks also to Aaron and Sarah for the photos.

The only down part of the day was at the Temple when Frank had some sudden health problems. Kay drove him to Campbelltown Hospital, but the good news later was that he was resting comfortably and they did heaps of tests on him to try and establish what happened to him. They kept him in hospital for further observation and tests. Hopefully we'll have an update on Frank's condition at the next meeting – we wish him well.

Norm Robertson

Bugs and Buses by the Bay. Sunday 3rd July.

Sunday turned out to be perfect weather for the second Bugs N Buses by The Bay, held at Croudace Bay, on the shores of Lake Macquarie.

Ian and Rose do a fantastic job in spreading the word and this goes to show in the numbers; about 58 VWs altogether. An excellent turn out of Beetles, Kombis new and old, Buggies, Ghias and a very nice Type 3. There were also



Club VeeDub. Aus Liebe zum Automobilklub.



new VWs such as lots of Golfs, and even a Tiguan. We also got a visit from a Porsche 356.

There were lots of Newcastle-based VWs, many of them we have seen before at the other great event that Ian and Rose organise, the Pit Stop Cruise in May. But we also saw a few nice VWs drive up from Sydney.



This event is turning into a great day out and definitely worth the drive. The park is kid friendly and dog friendly so everyone is catered for - there is even a skatepark with ramps for the active ones interested.

It's a great spot for a picnic or bbq, but if you want to relax and take it easy, there are fish and chips close by. This gathering is one to look forward to next year.

Melissa

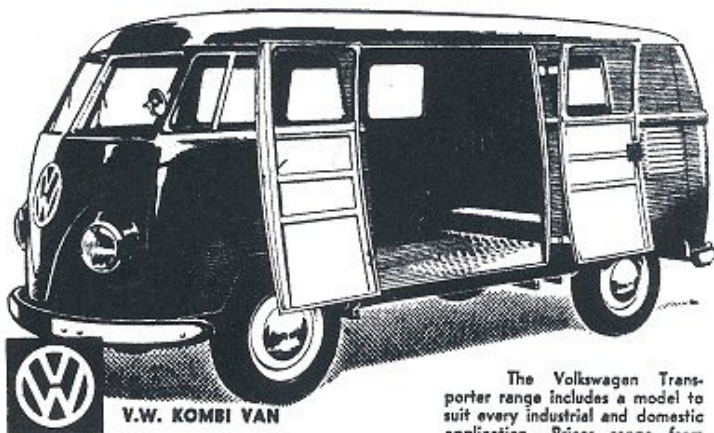


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Barbara's Nullabor adventure.

Speak to anyone who has had experience in life, and 8 out of 10 people you talk to will tell you that they once had a VW; or someone close in their family who did; which always brings back a flood of good memories, stories and happy times of the past.

In this case, this is the story of Barbara Hillyard who I hope will not mind me saying that she will soon be turning 70. Barbara was kind enough recently to share her good times and memories of her travelling in her spit window Kombi Microbus across Australia and the Nullabor, way back in 1965.



But first a bit about the Nullabor Plain. This vast limestone plateau covering some 250,000 square km from Yalata in South Australia to Balladonia in Western Australia was first explored by Edward John Eyre who made the first East – West overland crossing in 1841. This remarkable journey took 5 months. 'Nullabor' is not an Aboriginal word as you might think. It comes from the Latin, meaning "No Tree." The Aboriginal word for the area is "Oondiri" meaning "The Waterless"

Decades ago, crossing the Nullabor Plain from Port Augusta in South Australia to Western Australia was a serious dirt road expedition for adventurous nomads, especially with a caravan or trailer hitched behind. Now it's really easy to plan and enjoy with any family car in good condition.

Approximately 100km north of the Eyre Hwy is the Transcontinental Railway line, which is part of the 'real' Nullabor Plain away from the coast line where the highway runs today.



Try and get off the bitumen and away from the trucks and cars of today and visit the "true" Nullabor where you can hear yourself breathe, and lie under a carpet of stars on moonless night.

Back to Barb - Even today the planned 'road trip' is something of an adventure and Barbara was kind enough to share her memories and photo album of her road trip from Melbourne to Western Australia in her Kombi bus which she purchased for £500.

1965 was the year when Barbara at the age of 23 and her girl friend Jennifer embarked on their 7 month "road trip" working along the way packing and working on conveyers belts at lolly and frozen food factories to make some income as they travelled.

In those days the Nullabor road was unsealed, coarse and hard and some areas the road was corrugated and sadly some never made it.

The common advice given to young travellers at the time was to make the journey across the Nullabor by train and save your vehicle for the return journey. Perhaps a case of negating any risk of break down and conserving your vehicle; not that a VW was not up to such a journey, as we know VWs very much endured much outback travels 10 years earlier during the Redex, Mobilgas and Ampol trials.

So taking the advice of her father, Barbara and her partner loaded the Kombi onto a train headed for Kalgoorlie which was a common thing in those days.



As you can see in the image the method of loading vehicles onto the train flat tops was very basic and Barbara recalls her nervousness as the Kombi swayed on the crane. The only mishap on her journey was when the asbestos shield in the battery compartment came away and friction occurred causing the battery to catch fire. Quick thinking by using the milk supply and sand put the fire out before too much damage occurred.

The registration of the VW Microbus was BOK179 - If you are out there we would like to hear from you.

Thanks for sharing your memoirs with us Barbara as these are the memories that keeps the VW legend alive.

Tony Bezzina
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Keeping rust at bay.

One of the common areas for rust in Kombis is in the floor section of driver's cabin. Many know this is the first place to look when buying any VW.

Checking under the rubber mat is essential as repairs can be very costly.

The metal in this area is a lot thinner than you think – approx 2 mm max so once rust does get a hold its just a short matter of time.



In this article I talk about keeping this area clean and free from moisture particularly water.

Moisture entering the cabin floor can be from external or internal factors such as;

- A Leaking windscreen rubber
- Leaking windscreen washer bottle
- Leaking brake fluid reservoir
- Leaking drinking water bottles
- Lack of sealing properties under the pan
- General rain entering the cabin when entering and exiting
- Wet clothes

In some cases it could just be general cleaning with water and cloth – in this case moisture gets over the rubber lining and underneath – this being the case it could be that water is finding itself under all rubber flooring throughout your Kombi.

The cargo area of your bus is no exception, if there are small rubbers grommets in the floor remove these to allow excess water to drain away.



Why is this so? In the case of 1968-79 T2 Kombis on inspection of the floor you will notice patterned reinforced indentations or corrugation in the sheet metal these are also commonly known as wells.

Water will sit here for long periods combined with grime and grease the water will not disperse quickly.

Another factor is coconut fibre falling from under your seats down into those wells combined with water.

Another area in these Kombis is under the accelerator pedal where there is a well for the pedal to travel. This is normally covered with a vinyl material. If this material has come away, water and grime will work its way into here.

So the best policy is to avoid rust in the first place by checking exterior and interior sources of moisture.

Occasionally remove the rubber mats and clear any traces of grime and surface rust with appropriate rust applications, preventers and polish and wax the surface.



Speaking of front rubber mats when removing these always use care as in older VWs the rubber can be fragile. One stress point in the '68-'79 Kombi layout is the accelerator area despite its reinforcing properties.

If you do have damaged rubber mats then can be 'welded' back with super glue. Super glue and industrial rubber have great bonding properties.

Out of sight areas need attention too!

Tony Bezzina
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VW Beetle revealed.

At the beginning Volkswagen built one of the most successful cars of all time and did not even give it an official name. For years it was known simply as the 'Volkswagen', or more accurately the 'VW 1200' or 'VW 1300'. The more official called it the 'VW Type 1.' People enjoyed it, and on all of the world's continents the small car was nicknamed according to precisely what it looked like: Beetle, Käfer, Vocho, Coccinelle, Fusca, Maggiolino or Kever. It embodied the automotive concept itself and symbolised the democratisation of mobility. Some 21.5 million cars were sold up to the end in 2003.

Incidentally, the idea that the Beetle was never sold officially as the 'Beetle' is a myth. In Germany the word 'Käfer' (Beetle) was the official name after 1975, and the name 'Käfer' is found on the official VW ETKA parts catalogue for Type 1 parts. In Australia the 1976 model WAS officially sold as the Volkswagen 'Beetle'.

To meet nostalgic demand in the USA, the 'New Beetle' arrived in 1998. It reintroduced Americans to the Volkswagen brand and made many friends. Over one million were sold up to the Final Edition in 2010 – but not many outside the USA. The New Beetle was launched in Australia at Darling Harbour in 2000, and while it was well received, barely 8,000 have been sold here in 11 years. VW Australia sells one and a half times that many Golfs in ONE year.

And now a look forward. The future of one of the most famous cars in the world begins now, in a completely new generation. It's the 'Mk2' New Beetle, but this time it's going to be called The Beetle! And now it has been unveiled ahead of the staggered global release from late 2011.

How does one reinvent a design that is so recognisable and independent? There is a clear answer to this: It is necessary to understand the product and the brand; then it works! Volkswagen Design Chief Walter de Silva (Group) and Klaus Bischoff (Volkswagen Brand) 'understand' both and, therefore, they set this as the objective for the Beetle: 'Design a new original!'

The team began its task under Bischoff's guidance. The challenge of designing a new Beetle was inspiring. The designers knew that they wanted to develop the original Beetle profile more than on the US-styled 1998 New Beetle.

They also made very dynamic proportions a high priority. An interesting aspect was that more than a few team members actually own their own air-cooled Beetles. It has also become a cult car among younger designers at Volkswagen. And that is how the final design of the 2011 Beetle came to be in Wolfsburg – a car of today as well as a design tribute to the automotive seed of an entire corporate group. And unmistakable indeed: If one were to take the first Beetle and the new Beetle and place them in a room together – shining light just over the roofs and viewing them from the side – one would see that the lines of the rear sections are nearly identical.

A comparison to the 1998 New Beetle shows that nothing remained of the old car. "The Beetle is now characterised by a clean, self-confident and dominant sportiness. The car not only has a lower profile; it is also substantially wider, the front bonnet is longer, the front windscreen is shifted further back and has a much steeper incline. All of this creates a new dynamism," explains Klaus Bischoff. While the New Beetle was defined by three semi-circles (front wing, rear wing, domed roof above it), the new model has broken free of this geometry. The roof profile



actually runs distinctly lower and can be considered a continuation of the Ragster concept car shown in Detroit in 2005 – a type of hot rod based on the New Beetle. The new Beetle is bolder, more dynamic, more 'masculine'. It's also based on the latest, larger Golf VI platform, considerably advanced on the old Golf IV platform on the old New Beetle.

The figures confirm this: The new car is 1,808 mm wide (84 mm wider), 1,486 mm tall (12 mm lower) and 4,278 mm long (152 mm longer). This has resulted in entirely new proportions. The gain in length meant that the roof could be extended further, the windscreen could be shifted back, and the rear section could follow the contour of the original Beetle. The new focal point is the C-pillar. In parallel, the development team increased the car's track widths and wheelbase. All of this gives the Beetle a powerful appearance with 'muscular' tension.



And yet it was possible to preserve all of the Beetle's typical styling characteristics. This should come as no surprise; after all, it was vehicles like the Beetle, Microbus and original Golf that had a decisive influence on Volkswagen's 'design DNA.' Of course, some of the Beetle's longstanding characteristics remain: these include its round headlights (optional bi-xenon headlights with LED daytime running lights are available for the first time in this model series), the flared guards, the shapes of the bonnet, sides and door sills and – more than ever – the large wheels (up to 19 inch) that can be integrated. A new feature is the rear spoiler that is homogeneously integrated in the design - standard for TSI engines with 118 kW and 147 kW. This Volkswagen aggressively maintains contact with the road, and has a top speed of up to 225 km/h, depending on the engine. It is available in the three equipment lines – 'Beetle,' 'Design' and 'Sport.' The top surface of the rear spoiler is always black, while its underside is painted in body colour. These colours – 12 different hues – will make everyday car driving more vibrant with names such as 'Saturn Yellow' and 'Denim Blue.'

The Beetle's cabin is unique, unmistakable, cool, classic and designed with a passion for detail. This cabin is perceived as something special.



The shape and use of colour in the painted or carbon-look front fascia panel of the dashboard hark back to the design of the first Beetle, yet the new car does not have a retro look. In Europe the fascia is styled in 'Schwarz uni' (Black) on the base model ('Beetle'); in the 'Design' equipment line, it is always painted in the specific exterior colour. Customers choosing the 'Sport' level get the carbon look ('Carbon Fibre'). Regardless of which colours are used, Volkswagen drivers will be able to locate every interior feature with their eyes closed.

And yet everything has been redesigned. Three round instruments arranged in front of the driver (tachometer, speedometer, fuel gauge) provide all key information; integrated in the speedometer (middle position) is a multifunction display. From the 'Design' equipment level, the adjustable air vents and the instruments have chrome bezels. This also applies to the audio/navigation systems optimally located in the driver's visual field on the dashboard, framed by two air vents. This also includes the controls for the climate control system. Everything is within grasp and sight.

Similar to the original Beetle, the new car has an extra glovebox integrated in the front fascia whose lid folds upward



(the standard glovebox opens downward). Another classic feature: the optional auxiliary instruments above the selected audio/navigation system: oil temperature, clock with stopwatch function and boost pressure gauge. Also new: the steering wheels specially designed for the Beetle with optional painted accents in the spokes depending on the equipment line. Details like these clearly indicate that the occupants are in a Beetle – there's no mistaking it.

A distinguishing feature of The Beetle is that its interior ergonomics and packaging are based on completely new parameters. While drivers in the air-cooled Beetle travelled in a very high-mounted, upright seat, and drivers of the New Beetle felt as if they were chauffeured because the bonnet was so far forward, the latest Beetle now offers an agile, driver-oriented coupé experience. Every feature is within easy reach. In addition, Volkswagen has once again succeeded in implementing a quality of materials that goes beyond all class limits. The car's styling, ergonomics, operability and quality interact to provide a new, friendly car with a highly individual nature.



In front, the Beetle is now somewhat lower in profile, since the domed roof of its predecessor has been eliminated. It now offers 1,044 mm interior height instead of the previous 1,082 mm. However, the 38 mm will hardly be missed, even by very tall drivers, since the New Beetle's interior was a 'cathedral' among compact cars. Meanwhile, in the rear seating area, the longer roof section results in a distinctly larger feeling of space. The boot space is significantly larger; it now holds 310 instead of 209 litres. As usual, the car has a

split, folding rear seatback, and a wide opening bootlid making it is easy to load and unload.

Volkswagen is offering the Beetle with bi-xenon headlights for the first time. Some 15 LEDs frame the xenon module on the outer perimeters of the headlights; they implement the daytime running lights and parking lights, as required by the latest Euro laws.

The panoramic roof is transparent, and it can be tilted or opened. Therefore, the exact name is panoramic tilt/slide glass sunroof. Much more important: It is 80 per cent larger (glass surface area) than on the previous model. Incidentally, the insulating glass blocks 99 per cent of UV radiation and 92 per cent of heat energy.



The old New Beetle was only available with radio-CD systems specially designed for this model. No navigation systems were offered. Now, Volkswagen is taking a completely different approach and is offering all of the systems available in other model series such as the Golf, Jetta or Passat on the Beetle as well. Standard in the Beetle is the RCD 310 with 8 loudspeakers, which is a very good audio system (includes dual tuner). The top audio system is the RCD 510 with integrated CD changer, interface for SD cards and touchscreen. An attractively priced entry-level radio-navigation system is the RNS 315 with 5-inch touchscreen (400 x 240 pixel), CD player, SD card slot and dual tuner. The top radio-navigation system model is the RNS 510. It offers refinements such as a 6.5-inch touchscreen, DVD player, voice control, SD card slot and 30 Gigabyte hard drive.

Now Fender, the legendary producer of US musical instruments and amplifiers – in a joint venture with Panasonic – is exclusively sharing its know-how with the Volkswagen brand. The result is an optional Fender sound system that is being offered in the Beetle with an additional woofer and 400 watts of output power. Those choosing this sound system also get adjustable interior ambient lighting. Besides providing indirect illumination, it also includes two light rings around the loudspeaker boxes in the doors. In Europe, the Beetle is the first car to offer a Fender sound system.

The Keyless Access locking and engine starting system is appearing for the first time in the Beetle; it operates without a door or ignition key. When one of the front door handles is touched, the system detects access authorisation from a transmitter carried in the person's jacket, trousers or hand bag; it then unlocks the Beetle and enables an engine start via the engine start button. Locking of the Volkswagen is from the

outside, also activated by touching one of the two door handles; in this case, however, a specially marked surface is used.

In The Beetle, Volkswagen is building an automobile that is one of the safest in terms of both active and passive safety. Naturally, the ESP electronic stabilisation programme is standard, as is an effective network of six airbags (no driver's kneebag as yet) that protects in the passenger compartment. Naturally, the car body – much of it laser-welded and galvanised – exhibits one of the best torsional rigidity values in the segment at 26,000 Nm/°.

When it comes to engines, all signs point toward sustainability. In the USA, the Beetle will be offered as a turbo-diesel for the first time. The Beetle 2.0 TDI (103 kW) meets all USA emission limits. As a result, the Beetle is a good choice as one of the most fuel-efficient cars in its class. Incidentally, the Volkswagen not only has excellent fuel economy values in the version with a 6-speed manual gearbox, but also – and this is a technical debut in the Beetle as well – with the optional 6-speed dual clutch (DSG) transmission.

Fuel economy values were also improved in the 2.5-litre five-cylinder petrol engine, which was already a success in the previous model.



In markets such as Asia, Australia, Europe and New Zealand, the new Beetle will be offered exclusively with turbocharged engines. All engine versions – all of them with four cylinders – are being used for the first time in this model series. The car exhibits significantly reduced fuel consumption and emission values compared to the previous model thanks to the switch to turbo-petrol (TSI) and common rail turbodiesel direct injection engines (TDI). The three charged petrol engines of the Beetle output 77 kW, 118 kW and 147 kW. The two diesel engines develop 77 kW and 103 kW (TDI engines are not offered in China). All five engines may be combined with a dual clutch transmission as an option.

Even the fast moving 225 km/h Beetle 2.0 TSI with 147 kW of power consumes just 7.4 L / 100 km (173 g/km CO₂) with a manual transmission. Also extremely economical is the 1.4 TSI with 118 kW shifted by a 7-speed DSG; in the Beetle it consumes just 5.9 L/100 km (139g/km CO₂). Fuel economy data like this makes the Beetle 1.4 TSI DSG (top speed: 207 km/h) a pleasant surprise in the engine



programme. By comparison, the previous model with 110 kW attained a value of 8.9 L/100 km in the automatic version. Despite more power, fuel consumption was reduced by 3.0 L//100 km or 34 per cent.

To ensure that the power of the two strongest Beetle versions is applied properly to the road in quickly approached curves as well, the models with 118 kW (European version) and 147 kW (worldwide) come with a factory-installed XDS electronic differential lock. This system extends the familiar EDS functionality. XDS improves handling in fast curve driving and calibrates the car toward more “neutral” steering; it does this by using active brake intervention to prevent wheelspin of the unloaded wheel on the inside of the curve, and this improves traction.

The most fuel-efficient petrol engined model is the Beetle 1.2 TSI with BlueMotion Technology (including Stop/Start system and battery regeneration) and 77 kW, with a top speed of 180 km/h. It has a combined fuel consumption of 5.5 L/100 km (129 g/km CO₂). The comparable previous model (75 kW) consumed 7.5 L/100 km, giving savings of 2.0 L/100 km or 27 per cent.

An extremely sustainable performer is the Beetle 1.6 TDI with 77 kW. At 4.3 L/100 km (112 g/km CO₂), this diesel version with BlueMotion Technology is the most fuel-efficient Beetle ever built. Its fuel consumption is 20 per cent lower than even the existing TDI engines which have always been very fuel efficient. On the Autobahn, the new Beetle 1.6 TDI with BlueMotion Technology can reach a top speed of 180 km/h – in this case, fuel economy is not gained at the cost of performance. This is especially true of the even higher performance TDI with 2.0-litre displacement and 103 kW. This torque-strong turbodiesel (320 Nm from 1,750 rpm) takes the Beetle to a top speed of 198 km/h and combined fuel consumption of just 4.9 L/100 km (129 g/km CO₂). This means that the Beetle for a new era will once again show how it can “go, and go and go ...”

The Beetle will launch in North America: in September/October 2011, with Europe to follow in October/November 2011. Asia will follow in February 2012, with South America and Australia in late 2012/early 2013.

Watch for the Beetle at the Sydney Motor Show in October 2012...



Le Mans 2011.

After Audi achieved their ninth win in eleven years at Le Mans last year, the successful R15 Plus race car was retired. New restrictive power and fuel economy regulations meant that engines would be downsized by a third. The old 440 kW 5.5-litre V10 TDI engine could no longer run, so for 2011 Audi designed the all-new R18.

The R18 is based around a 3.7-litre TDI V6. It is a 'hot side inside' design, with the exhausts and turbo mounted inside the wide 120-deg vee. The rules allowed running two turbos, but Audi chose to use one to save weight. It uses variable turbine geometry (like the R15) to increase the useable rev range. The new 3.7 TDI produces 403 kW, just 37 less than the old 5.5-litre V10 despite losing four cylinders and 1.8-litres in capacity. 109 kW per litre is a remarkable achievement for a diesel.



The R18 has a six-speed gearbox, one more than before, and the high-tech carbon fibre monocoque body and chassis is stronger but lighter. To increase aerodynamics and driver comfort, the Audi features an enclosed cockpit for the first time; all none previous winning Audis were open-top race cars.

Peugeot has been Audi's biggest rival since the French joined the fight with the 908 HDI FAP in 2007. Since then Audi have won three times; Peugeot once. The Peugeots have traditionally been faster but not as reliable as the Audis. This year Peugeot elected to run modified 2010-spec cars but with restrictors to meet the new regulations. It would be an interesting fight between the great rivals.

After qualifying, Audi would start on pole position for the first time since 2006. #2 R18 (Treluyer) was the fastest car (3'25.738"), and beside it was the #1 Audi (Bernhard, 3'25.799"). Peugeot #9 (Bourdais) took third place on the grid, with Peugeot #8 (Montagny) beside it. Audi #3 (McNish) and Peugeot #7 (Wurz) shared the third row of the grid. The challenge has been made.

Audi's traditional pre-race conference was packed. After a technical presentation on engine preparation for the race, the conference was addressed by Dr Wolfgang Ullrich, Head of Audi Sport, and Ralf Jüttner, Technical Director. Before going to the big parade in the centre of Le Mans, the nine drivers responded to questions from the press.

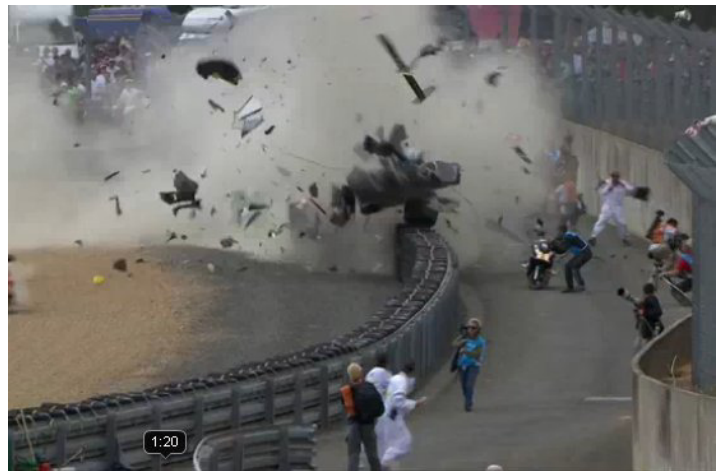
Dr. Ullrich said, "I am proud of front row for all the people who worked very hard all year to prepare the car. The pole position gives even more motivation to the team and we

have already shown that the car is fast. Our goal was to compete with Peugeot in terms of speed. We must now focus on the race because the speed is not enough: they have to not make mistakes. It is not easy because we have less experience than Peugeot with closed cars and even if we try to anticipate everything that could happen, I think we'll discover things we had ever thought of in the race."

The famous race got underway at 15:00 hrs on Saturday 11th June. The first hour was filled with drama and very nearly ended in disaster. The leading group of two Audis and two Peugeots took off at a frantic pace. Alan McNish was the star driver, showing the sort of pace the Audis have. But at around 15:51 hrs it all ended in a massive accident at The Esses when McNish in the #3 Audi touched the slower #58 Ferrari driven by Anthony Beltoise. The Audi hurtled through the gravel trap and destroyed itself against the Armco, launching bodywork, wheels and components into a group of photographers; none of whom by a miracle were injured.

The #58 Ferrari headed back on the track and the car looked largely undamaged. McNish got out of the car and was OK. The #3 Audi however is destroyed. The safety car immediately came out.

"I have absolutely no idea what happened," said Ferrari driver Beltoise later. "I was on my second lap after a pit stop. I didn't even see the Audi coming up behind me. The impact was very heavy. I'm disappointed for Audi, and I hope Allan is well. I'm doing fine, but I was just very surprised by the accident."



Audi was down to two cars. Dr Ullrich of Audi said, "The Ferrari closed the door, Allan had no chance whatsoever. He went off very quickly, but luckily managed to get out of the car unharmed. To see that the cars are so strong is good, but that's not the way we like to demonstrate it."

The second hour was spent behind the safety car while the ACO team recovered the remains of the Audi and the debris. The impact was huge and there was extensive damage to the safety barriers and tyre wall. McNish was taken to hospital for precautionary checks, even though he appeared OK when he walked away from the accident. Remarkably, none of the photographers suffered anything other than very minor injuries from flying debris. The lights went green at 17:02 hrs.

The race started to settle down with the #2 and #1 Audis leading, followed by the Peugeots. #8 Peugeot pitted to have the brake balance adjusted, then the #1 Audi headed to the pits for a long stop. Was it the gearbox? No, but the car got

a new nose and rejoined the race after 15 minutes. Shortly after the #2 Audi came in, meaning the #7 and #9 Peugeots were now 1-2. However the #2 Audi's stop was routine and it was soon out again, and retook the lead when the Peugeots made their stop. The Audis were doing 11-lap shifts; the Peugeots 12 laps, but the Audis' stops were quicker.



The repaired #1 Audi worked its way back up and at 19:32 hrs passed the #7 Peugeot to retake third place. At 19:49 driver Dumas spun the #1 Audi at Tertre Rouge but rejoined immediately. As darkness settled over the famous Sarthe circuit, the Peugeots and the Audis were exchanging the lead during their staggered pit stops, but the #2 Audi was mostly in front, followed by the #7 Peugeot, and the #9 Peugeot and #1 Audi fighting for third.

Then Rockenfeller in the #1 Audi had a huge accident. At 22:50 hrs the #1 Audi was driving at full speed down the fast stretch leading up to Indianapolis. He caught up a slower #71 AF Corse Ferrari 458 which moved fractionally into the path of the Audi. The Audi took evasive action; got onto the dust. It then snapped left and hit the Armco head on and then veered over to the right hitting the Armco on the right incredibly hard. Rockenfeller extricated himself from the car and climbed over the barriers.

He was also taken to hospital and will stay overnight for observation. He did sustain a small flesh wound to his right arm. The remains of the car have been recovered and it is incredible that the 'tub' survived allowing Mike to exit the car without the help of the marshalls. It is a great credit to Audi who have now had the misfortune to destroy two cars but they are relieved that neither driver sustained any significant injuries.

Once again the safety car came out, this time for 70 minutes while the track was cleared of debris. The green light finally came on again at 01:03 hrs, and the last remaining Audi #2 had a 2-minute lead over the two Peugeots. By the halfway point at 03:00 hrs, the positions were unchanged although the #8 Peugeot had caught up with the other two, with another privateer Peugeot in fifth. In LM P2, the #42 Zytek Nissan was leading, followed by the #48 Orica Nissan. In LM GTE Pro, two Corvette C6s were ahead of the Ferrari F458. In LM GTE Am, two Porsche 997s led another C6 Corvette.

It was a chilly night with temperatures dropping as low as 5°C but the cold air suited the engines and the leading #2 Audi was doing 3:29.8 sec laps, just 0.15 secs faster than the #7 and #9 Peugeots, although the lead was swapping regularly with the pit stops. Even so the pendulum may just be swinging the way of Peugeot by weight of numbers.

Another period of wreckage began at 06:05 hrs, just after dawn, because suddenly #58 Luxury Racing Ferrari 458 Italia crashed, #59 Luxury Racing Ferrari 458 Italia stopped in the Porsche Curves and then #48 Team Oreca Matmut crashed when running 2nd in LM P2. This brought out the safety car again. Finally at 06:32hrs racing began again, but just as the green flag was waved the #61 AF Corse Ferrari went off backwards into the wall at Porsche Curves. Another accident between a Porsche 997 and Corvette at the Ford Chicane at 07:36 put both cars into the wall and the safety car was out yet again.

Possible trouble for the leading (and last remaining) #2 Audi came just afterwards, when the Audi had what looked like normal pit stop under the safety car. But as it pulled there was a burst of smoke, possibly oil smoke from the rear. Then when the car was waiting at the pit lane exit a close up TV shot showed the back of the car smoking even more. However the Audi rejoined the race and carried on as usual, in a three-way nose-to-tail tussle with the #7 and #9 Peugeots. After 30 minutes of racing the three cars were less than 5 seconds apart. The Peugeots were slower, but the faster Audi needed to build at least one second per lap to stay ahead of the Peugeots' fewer pitstops.

At 08:32 hrs Treluyer in the #2 Audi took the lead from the #9 Peugeot, and over the next few laps built up a lead of 6 seconds. He then pitted for fuel, so too the #9 Peugeot, so Wurz in the #7 Peugeot took the lead. But he stopped for fuel too just two laps later, and Treluyer in the Audi was back in front. By 09:20 hrs the sequence repeated, with the Audi stopping again and the Peugeots taking the lead. Both teams had to work backwards from the end to work out their fuel/tyre/driver strategies.



At 09:45 hrs the leading #7 Peugeot (Wurz) went straight on at Indianapolis, hitting the tyre wall in a cloud of gravel. It limped back to the pits with bodywork and suspension damage. It took 10 minutes to fix and the Peugeot returned three laps down in fourth. Now it was a two-car fight at the front between the #2 Audi and the #9 Peugeot.

Rain swept over the course at 11:30 hrs, by which time the #2 Audi was in front and up to one minute ahead of the #9 Peugeot, depending on the pit stop situation, or as little as 20 seconds at times. Many cars pulled in for wet tyres in addition to their normal fuel stops. By 12:15 hrs the #2 Audi was holding a 1:02 lead, but by 13:00 it was down to only 24 seconds after another fuel stop.

Into the last hour and the #2 Audi held its lead, with the #9 Peugeot trying desperately to catch up. At one stage the



#7 Peugeot, four laps down, clipped the leading Audi during a passing manoeuvre but no damage was done. One last pit stop for both cars, just 50 minutes out, and the Audi led by just 12 seconds. It was a sprint to the finish – the Audi could not afford to slow at all or the Peugeot would catch up. The cars circled lap after lap, the gap hardly changing. The spectators held their breath.

Finally, Audi fended off a tough challenge from Peugeot to win the Le Mans 24 Hours race for the 10th time in 12 years, with Germany's Andre Lotterer taking the checkered flag. Lotterer, whose teammates in the #2 Audi were France's Benoit Treluyer and Switzerland's Marcel Faessler, ended up winning by just 13.854 seconds after 24 hours of racing, the fourth-closest finish in the race's 79 editions.



The No. 9 Peugeot driven by Simon Pagenaud, Sebastien Bourdais and Pedro Lamy finished second with the French manufacturer's cars also finishing third, fourth and fifth at the Sarthe circuit.

"This year, we were beaten by a competitor stronger than us," Bourdais said. "Audi has developed a highly reliable and fast car. This year we chose to work on reliability. The objective is met, but we missed by 13 seconds at the finish."

"It was a titanic battle throughout the race," added Pagenaud. "We knew it would be difficult but not at that point. We were in rhythm, but we lacked the final push. Audi's were more efficient than the Peugeot by one lap. We must be satisfied with this result because the two manufacturers have been exceptional."

The third-placed No. 8 Peugeot, driven by Nicolas Minassian/Stephane Sarrazin and Franck Montagny, finished two laps behind the leading pair.

Audi's two other works cars, driven at the time by former winner Allan McNish and Germany's Mike Rockenfeller, both crashed spectacularly on Saturday and the final result was in the balance to the finish as Lotterer held off Pagenaud to defend Audi's title.

"Yesterday evening I was very upset because I did not know if Mike Rockenfeller was OK," said Audi Motorsport head Wolfgang Ullrich. "But I knew that Allan McNish was fine. It was found that the car was solid (smile). The ACO and constructors have worked hard to get there. Yesterday evening, competitors from Peugeot, who are very strong, still had four cars and us alone. We gave our drivers the hardest work we can ask: drive fast and do not take chances. We had worked with Michelin, which is why at the end, we have done five relays with the same tyres. The question remained whether the drivers do it too! I can admit now, one more lap and we could not finish we had so little fuel. Each team member has put all his strength in one car. The rain was a big disadvantage of having only one car because we could not test different strategies. So we modelled on the Peugeot # 9."

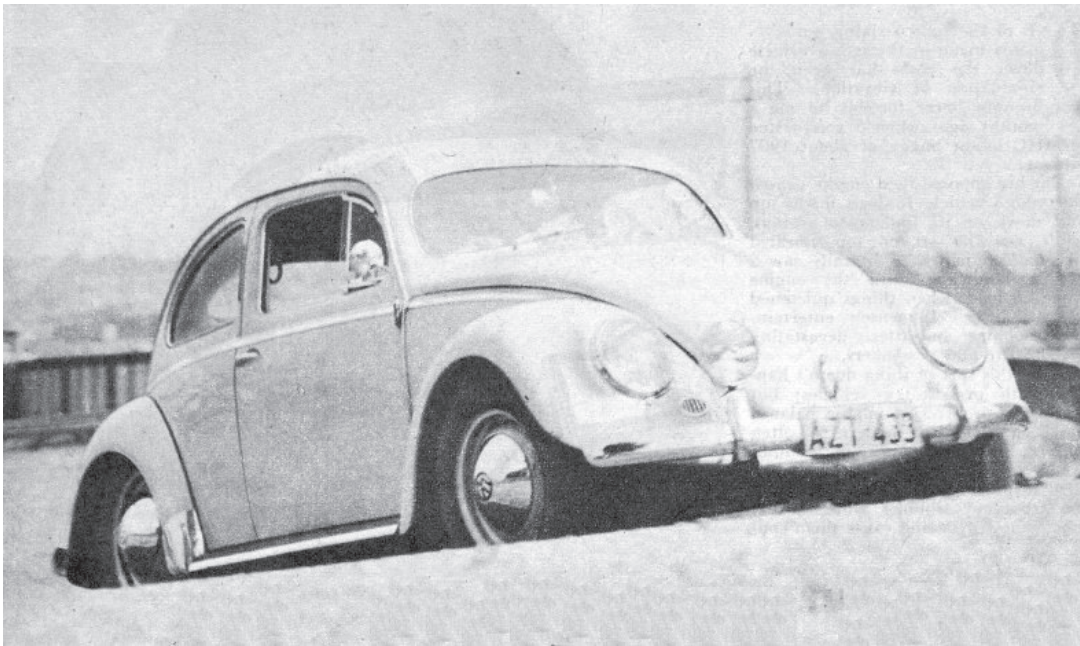


With ten Le Mans wins Audi moves ahead of Ferrari on nine, and behind only Porsche with 16 wins. This year's race was marred by accidents and long periods behind the safety car, so the all-time distance record of 5410.71 km set last year was not under threat. The winning Audi travelled just 4,838.30 km, the lowest distance since 2001.

"I gave everything. It was a tragic race for us," said Lotterer, whose teammate Faessler was the first Swiss to win Le Mans. "I was really worried about Mike, I asked the team to give me news of him. In the end, there was only one thing to do, which was attack. It's a great team, we take pleasure in being together. Nobody can imagine how many people work behind the scenes to get there."

Benoit Treluyer added, "Marcel (Fässler) and I started together and we find ourselves here today. It's absolutely fantastic to win like this. You need good opponents to have a great victory. With Peugeot, we had rivals who were really strong. We are a bunch of friends who earned an incredible title. Today it is a team victory. There was a huge development work on the part of all drivers, and we must thank the whole team."

Both McNish and Rockenfeller were lucky to escape serious injury in horrendous crashes that triggered two of the five safety car interludes.



A Fiery VW.

Modern Motor, July 1957

Will Duly tests a Volkswagen 'special' with a sting in its tail - and a queer twist at the end of its success story

The aggressive character in the big sedan alongside smiled indulgently at me as he stomped on the accelerator to beat the little Volkswagen away from the lights.

But when I saw his face again, it was in my rear-vision mirror and wearing a very different expression. Clearly, he had never been left standing by a humble VW before.

I must confess, however, that there was nothing humble about this VW I was driving. It belonged to John Schwartz of Manly, and had won its class in the 1956 Australian hill-climb championships at Bathurst. It had done pretty well in several other sporting events, too.

Naturally, it wasn't exactly standard. Schwartz listed the engine 'extras' as follows:

- * Twin Solex carbies (as used on Porsche cars) instead of the normal single unit;
- * Porsche-type inlet manifolds;
- * Special camshaft designed by Merv Waggott;
- * Double valve springs and lighter valves, to allow higher revs before bounce sets in;
- * A bypass oil filter;
- * A Bosch distributor with centrifugal bob-weights (as used on the VW Kombi), instead of the standard vacuum-operated Bosch job;
- * Cylinder-heads shaved to give an 8.2 to 1 compression ratio;
- * Ports enlarged to Porsche dimensions.

So much for the power pack - but these aren't the only modifications that lift Schwartz's VW out of the ordinary.

To improve road-holding and cornering, back-wheel camber has been altered by adjusting the torsion bars (as described in *Modern Motor* some months ago). This brings

the swinging half-axes closer to the underbody and causes the rear suspension to 'bottom' on severe bumps - but what an improvement it brings to cornering!

Rear wheels and tyres are also non-standard, being 5.50 by 14 in. instead of 5.60 by 15. This gives the effect of lower gearing, boosting acceleration and hill-climbing ability. It also tends to restrict the maximum top-gear speed of the VW slightly but the sacrifice is well worthwhile.

Cockpit modifications include a handsomely chromed panel in place of the speaker grille. It contains a rev-counter graduated to

6000 r.p.m., temperature gauges for the twin cylinder heads, an oil-pressure gauge, and a map-reading light.

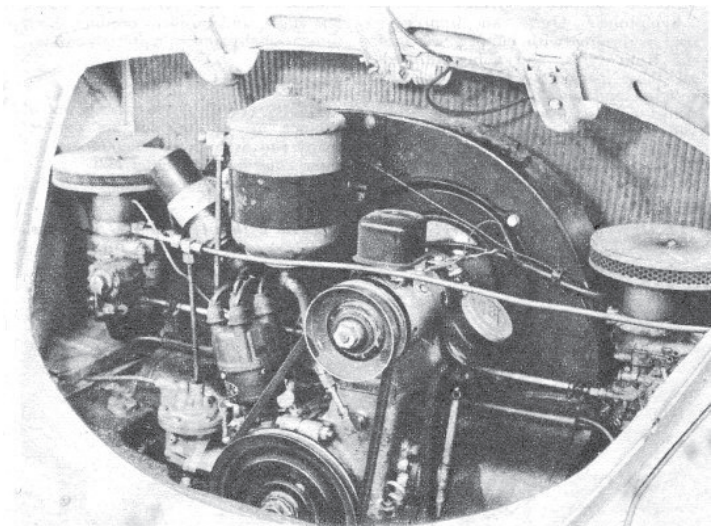
Other clues to the owner's sporting interests are quick-release safety belts on the front seats, and a fire extinguisher bracketed to the floor.

Most of the modifications are the work of Sydney VW expert Jack Bono. They cost Schwartz around £100, and I was most interested to find out what benefits that sort of money could buy.

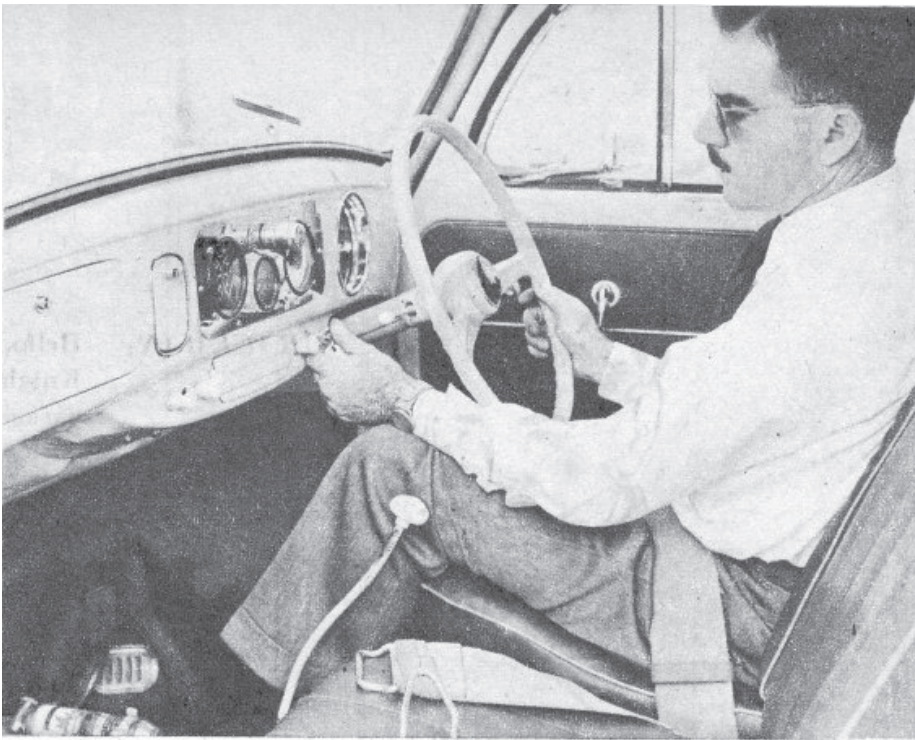
To get the answer, we arranged one of our usual 'twin' tests, pitting Schwartz's car against the fastest 'normal' VW in town - a little green beetle from Lanock Motors (the N.S.W. distributors) which can run rings round any other unhotted VW we've ever seen.

The results were most curious, as a look at the data panel will show. But if you'll bear with me, I'll explain the apparent inconsistencies as we go along.

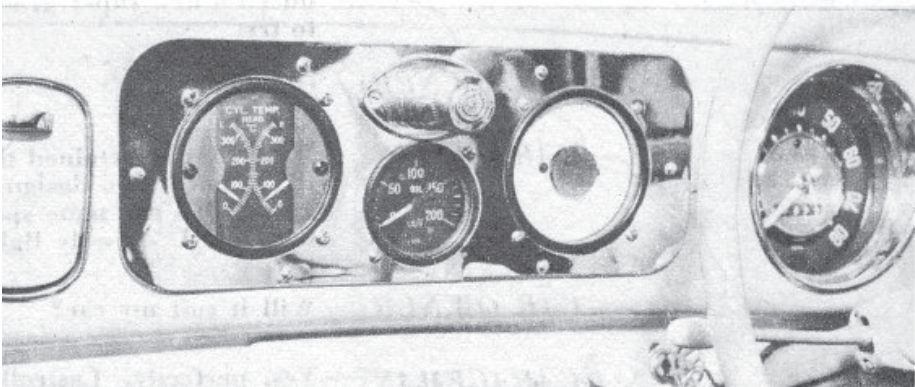
My first concern was to find out what difference, if any, the various modifications had made to the VW's road behaviour and response to controls.



POWER PACK of Schwartz's VW, showing twin Solex carbies with bypass filter (top centre), Kombi-type distributor. Compression ratio is 8.2 to 1.



TESTER Daly investigates "office" layout. Besides seat-belts and fire extinguisher, main addition is an instrument panel instead of radio grille (close-up below). It holds temperature gauges for engine's twin heads, a rev-counter, oil-pressure gauge and map light.



In city traffic, I noted that only limited use could be made of top gear. But this was normal for a VW with its overdrive top gear ratio of 0.82 to 1.

Although the gearbox was a delight to handle, noise from engine and transmission was very noticeable when accelerating sharply in the lower cogs - far louder than with the lower-revving standard vehicle. Yet both cars were surprisingly quiet in top.

On the potholes and corrugations of our private 'horror stretch' the fully independent suspension behaved in the usual impeccable VW manner - a little firmer perhaps, but never uncomfortable.

Steering was positive and responsive, but not as light and sensitive as that of a standard VW owing to the alteration to the rear-wheel camber. The self-centring action wasn't quite as pronounced either.

These slight disadvantages were more than compensated by the improvement in cornering ability. Pushed hard over 25 miles (40 km) of winding country roads, Schwartz's car never produced that skittish tail-wag reaction I would have expected from a VW in standard trim.

When I deliberately caused the tail to break away at about 50 mph (80 km/h) on a dirt road, the result was a normal 'sporty' tail-slide, quickly and easily controlled by the steering. Further experimental tail-skids at higher speeds were checked just as easily.

It's probably just as well that I indulged in all this experimenting. For later, returning home after the test, I was to learn that even Johnny Schwartz's VW could be pushed so far and no farther, despite its modified rear end.

A light shower had fallen during the afternoon, and the bitumen road was still wet as we entered a downhill right-hand bend at a fast clip in third gear. Suddenly, without the slightest warning, the car spun broadside across the road, and only instinctive reaction and instantly responsive steering prevented what is delicately termed a 'spin-out.'

And now for the performance tests, which - as I said before - gave some curious results.

The hot VW showed that it had a real sting in its tail, although large doses of revs were required to produce spectacular times.

Maximum torque seemed to develop well above the normal VW point, so that the car did not get really cracking until the revs reached the higher end of the range. Once that higher level was attained, the car went like the wind and produced such times as 0-60 mph (0-100 km/h) through the gears in 19.8 seconds. Believe it or not, that's only 0.4 of a second slower than the latest-model Holden and 3.7 seconds faster than the standard VW Lanock Motors lent us.

Standing quarter-mile figures were particularly revealing. Here Schwartz's VW

clocked an extremely creditable 21 seconds on its best run, and a two-way average of 21.6 seconds. That's 2½ seconds better than the normal car's figure, and a pretty hot time for any family saloon of only 1192 c.c. capacity.

Maximum speeds in all gears showed a considerable improvement on standard figures, first rising from 23.5 to 26 mph, second from 48.5 to 58 and third from 66 to a quite fantastic 78.5. But . . .

But in top gear that same hot car couldn't get above 76 mph. - 2.5 mph LESS than in third gear!

I've promised you an explanation of this phenomenon. Here it is.

The car's top-gear performance was affected by two separate factors:

- 1.- The shift upwards in maximum torque point of the modified engine, combined with the VW's overdrive ratio of 0.82 to 1 in top gear and the smaller 14" rear wheels;
- 2.- Greater weight of the hotted car, which scaled 15½cwt (790 kg), against a standard weight of 14cwt (715 kg).

The combined effect of these factors was that, as wind and road resistance increased with higher speeds, the engine was simply unable to build up the revs necessary to overcome them with the high gearing. On the other hand, with the 1.23 to 1 ratio of the third gear, the buildup to maximum revs was still possible - in fact, it was attained quite speedily, as acceleration times show.

Surprised and disappointed with the top-gear maximum, Johnny Schwartz offered to take over for another attempt; but he got exactly the same figure as I — 76 m.p.h.

The effect of the shift in maximum torque was also apparent in the acceleration times for other gears. In third the standard VW appeared 'hotter' than the hot car until we reached the 40-50 mph. figure, after which the relationship was reversed. The same applied to the second-gear times, where the changeover occurred on the 20-40 mph run.

Yet the hot car was always able to improve spectacularly on the standard VW when accelerating from a standing start. Thriving on high revs, it would reach its 26 mph first-gear maximum in a twinkling, and close the gap to 50 mph in the next cog several seconds ahead of the normal car. Thus it hit 0-70 mph in 35 seconds - a whole 25 seconds faster than Lanock Motors' pet baby.

But there's a sad footnote. Seeking a reason for the fall-off in maximum top-gear speed, which he thought should be in the 80s, Johnny Schwartz said it could be due to engine wear, as the car had led a strenuous life. A fortnight after our test was completed he rang to say that his suspicion seemed to have been correct, as the hard-working engine had just blown up by smashing the crankshaft.

Naturally, we sympathised with his misfortune - but we thought we saw a moral in it, too.

The makers of the VW do their best to discourage owners from hotting up their cars. They say their engine is

COMPARISON OF PERFORMANCE

CONDITIONS: Weather overcast, with slight showers in the afternoon. Roads dry for most of test. Two occupants, premium fuel.

MAXIMUM SPEED IN GEARS			ACCELERATION IN THIRD GEAR		
	Hot VW	Normal		Hot VW	Normal
1st	26 m.p.h.	23.5 m.p.h.	20-30 m.p.h.	5.4s.	4.6s.
2nd	58 m.p.h.	48.5 m.p.h.	20-40 m.p.h.	10.6s.	8.4s.
3rd	78.5 m.p.h.	66 m.p.h.	30-40 m.p.h.	4.5s.	4.0s.
Top	76 m.p.h.	72 m.p.h.	30-50 m.p.h.	9.8s.	9.2s.
ACCELERATION THROUGH GEARS			ACCELERATION IN SECOND GEAR		
	Hot VW	Normal		Hot VW	Normal
0-30 m.p.h.	5.6s.	7.2s.	10-20 m.p.h.	3.8s.	3.0s.
0-40 m.p.h.	9.8s.	11.5s.	10-30 m.p.h.	6.8s.	5.6s.
0-50 m.p.h.	14.0s.	16.8s.	20-30 m.p.h.	4.8s.	4.0s.
0-60 m.p.h.	19.8s.	23.5s.	20-40 m.p.h.	6.8s.	7.8s.
0-70 m.p.h.	35.0s.	60.0s.	30-40 m.p.h.	3.8s.	5.0s.
ACCELERATION IN TOP (OVERDRIVE) GEAR			STANDING QUARTER-MILE		
	Hot VW	Normal		Hot VW	Normal
20-30 m.p.h.	10.5s.	9.2s.	Best run	21.0s.	23.5s.
20-40 m.p.h.	20.0s.	16.2s.	Mean average	21.6s.	23.9s.
30-40 m.p.h.	10.0s.	6.8s.			
30-50 m.p.h.	24.6s.	13.6s.			
40-50 m.p.h.	9.8s.	9.6s.			
40-60 m.p.h.	26.6s.	25.0s.			
50-60 m.p.h.	18.7s.	11.2s.			
50-70 m.p.h.	70.8s.	36.5s.			

FOOTNOTE: Apparent abnormality in top-gear maximum speed, which proved slower than third gear, is explained in the text.

designed for low revving and long life and point out that, back in Germany, even such streamlined VW specials as Karmann-Ghia coupes and Rometsch roadsters are fitted with strictly standard engines.

The average VW owner would do well to heed their advice. If he wants to race his car, as Schwartz did, well and good - the sky's the limit. But if he wants it for normal use, let him restrict himself to such safe modifications as twin carbies and perhaps a freed-up exhaust system. Raised compression ratios, racing cams, special valves and other encouragements to over-revving are not for him.

(Note - European tuners such as Oettinger and Denzel produced new counterweight crankshafts to eliminate the problem of broken cranks in the 36-bhp engine - Ed)

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*The hardest thing about buying a new car
is to decide which VW to buy*

VW distributors.

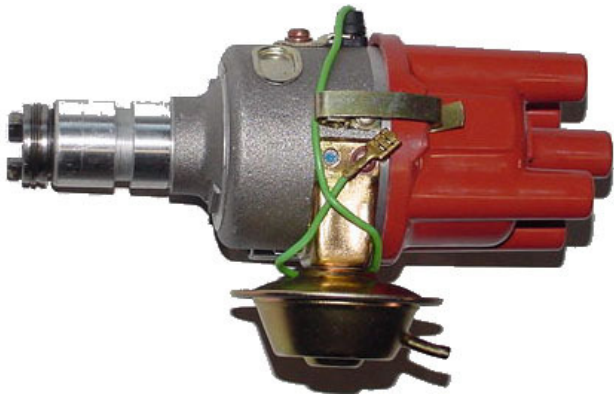
Distributors normally don't run hot.

Even when the engine over-heats, the location of the distributor, up on a relatively cool corner of the crankcase, combines with the heat-flow path and the ratio between the neck of the distributor and its body to cause the distributor to run significantly cooler than the crankcase.

So if you have a hot distributor it's a pretty good sign that something is wrong - and that 'something' is usually that your engine has been improperly assembled.

Have you got a distributor handy? If you'll examine the neck of the distributor you'll see a hole drilled into the neck just below the groove for the O-ring. A machined trough runs from the hole to the bottom edge of the neck. As you may have guessed, the hole and the trough are there for a purpose, which is to lubricate the shaft of the distributor.

Grab a crankcase and peek down inside the hole where the distributor goes. On the uphill side of the hole - the side nearest the centre-line of the crankcase - you'll see a small window cast into the side of the hole. When the distributor is properly installed, the trough on the side of the neck of the distributor connects with that window. Of course, that only happens when the engine is properly assembled, since the orientation of the distributor's pinion gear dictates the installed orientation of the distributor. (On the Type 1 engine, on the pinion gear the slot for the dog-gear on the distributor must be perpendicular to the centre-line of the crankcase when the #1 cylinder is at 7.5 degrees before TDC. The smaller segment must be toward the pulley. Note that the alignment is for the static firing point and not TDC.)



Notice that the window opens onto the cast 'shelf' that serves to align the thermal insulator that isolates the fuel pump from the crankcase. The angle at which the distributor is installed and the location of the shelf combine to provide a constant supply of oil for the distributor shaft. Install the distributor incorrectly and you've just shut off the oil to the distributor-shaft bushings. And while the distributor shaft only rotates at half the speed of the crankshaft, it still needs a drop of oil now & then.

Back in the Good Ol' Days - whenever that was - it was pretty rare to run into an improperly installed distributor. Nowadays it's become pretty common. Why? Mostly because incompetent mechanics install the distributor's pinion gear incorrectly. Which leads to plugging in the distributor so that no oil can get to the oiling trough.

Gotta hot distributor? Then there's a high probability it's been running without adequate lubrication. So fix it. Bring

the engine to the firing point on #1, pull the pinion gear (you'll need the special puller) and re-install it correctly, making sure to provide the proper number of shims.

How common is this problem? I wish I could say it was rare but about half of the engines I see have the distributor drive-pinion off by one or more teeth. Which is a good reason to send the fellow on his way, at least here in the Peoples Republic of California. Because as soon as you lay hands on the thing you can be held liable for any future problems. Neat, eh? And you wondered why it's so hard to find a good VW mechanic :-)

Fortunately (for me) you don't have to pull the distributor to see that it is mis-aligned. Installing the distributor's drive-pinion incorrectly is good evidence that whoever assembled the engine doesn't know their arse from their elbow, meaning there's liable to be other, less visible problems, such as mis-aligned bearing shells, wonky valve train geometry and even a mis-aligned cam gear - all of which they will lay on your doorstep since you were the last person to work on the vehicle.

So you smile, praise their paint job, tell them you're too busy right now and wave them on their way.

I assume the main purpose of the window is to provide lubrication for the upper end of the pinion gear, which uses the parent metal of the casting as a bearing and must be a nice fit in the bore. Because of that, it's something you check prior to assembly when blueprinting the crankcase. (A lot of used crankcases fail this test.) It is the orientation of the drilled hole and machined trough on the neck of the distributor that makes it clear they are meant to align with the window.

I've never measured the width of the window in the wall of the distributor bore (it will vary slightly from one casting to the next) but it's an oval which I think is about 15mm wide on its major axis. The trough on the distributor comes only to the top of the window, meaning it has to be nicely centred to keep from being obstructed due to the oval shape.

Given that the bore is about 27mm in diameter, and that the pinion gear has 12 teeth, I suppose you could be off by a tooth on either side without obstructing the oil channel... assuming a wide and relatively square window. But any greater mis-alignment will drastically reduce the amount of oil getting to the distributor bushings - or shut it off entirely.

Fortunately, the alignment of the pinion gear is easy to check: First, find a picture of the correct orientation in the factory service manual (I wouldn't trust Muir; a lot of the drawings are inaccurate.) Bring the engine to the firing point for #1 and simply pull the distributor. On a bug you can look directly down the bore (on a bus you'll probably need an inspection mirror).

I don't consider myself qualified on Type 4s (ie, the '1700,' '1800,' and '2000' engines - 'Type' actually refers to the chassis - those engines were fitted to the VW 411 before they were adapted to the Bus). My post was specific to the '1600' & earlier crankcases and I'm too lazy to go dig a T4 out from under the bench :-)

But it should be easy enough to check, assuming you're up to your eyeballs in T4 parts. One method is to compare a stock distributor from a T4 to the same thing from a T1. If the groove is in a different location relative to the vacuum can then you may have a problem. Method #2 is examining a T4 crankcase to see if it has a similar window and if it is in the

same relative location as on the T1. If the answer(s) is yes, then you've got a problem, since as you've pointed out, the location of the canister on the beetle distributor forces you to install the distributor in a position that will block or reduce the flow of oil to the bushings.

As a point of interest, the earliest VW distributors were made of cast iron, fitted with replaceable bronze bushings having a spiral oil channel. I don't recall them having an external oiling groove.

"Isn't the timing for cylinder #3 slightly retarded normally, so that one would run cooler? Is that not accomplished with the distributor?"

Yes. At least, for all carburetted engines starting with the 1965 model year and continuing until the introduction of the external 'dog-house' oil cooler. The #3 lobe of the distributor was ground with 2 degrees of retardation. Because of the 2:1 ratio between the cam and crank that means #3 will be retarded by 4 degrees. (There's a VW Service Bulletin covering the beginning dates & serial numbers. I assume another was issued when they went back to the unmodified cam but I've never seen it.)

If you're unsure of the provenance of your distributor you should have it checked on a distributor testing machine. Or you may check it using a stroboscopic timing light and accurate degree-wheel. Simply transfer the timing light's pick-up to the other three spark plug leads, noting the firing point for each.

The main hazard is that if an early distributor is installed incorrectly the fellow is liable to time the engine using the #3 lobe (ie, directly opposite #1 in the firing order). Which means the other three jugs will now be advanced by four degrees. During hot weather, with the engine under a heavy load, 4 degrees of unwanted advance can result in detonation. And has.

"Is there a way I can get the distributor drive gear out without having the special puller?"

(First things first: Start by pulling the fuel pump and removing its push-rod. Now you're good to go.)

On an old (ie, worn) engine you can sometimes extract the pinion gear by driving a hardwood dowel into the recess for the compression spring. Of course, if the dowel breaks off in the hole you're pretty well screwed.

I've used a pair of 'reverse-pliers' (ie, squeezing them causes the jaws to open rather than close) which were designed to extract the broken-off pipe from pop-up lawn-sprinklers. They have hardened jaws that grip the pinion gear in a manner similar to the special tool.

However, I've done it a time or two and this is one of those cases where experience counts. Because the pinion's driver-gear is a spiral (ie, the 'brass gear' on the nose of the crankshaft) the pinion and the crankshaft must be rotated as the pinion gear is extracted. Not a bunch... just a tad. There is a certain feel that tells you when it's coming out okay. Plus, the circular inclined plane that drives the fuel pump often builds up a layer of varnish on its outer edge, making it a tight fit in the upper bore. Here again, there's a certain feel that tells you if all is going well or if you should back off, rotate the thing and try again.

Like riding a bicycle, touch-typing or hitting a golf ball, once you've done it a few times - once you know you can do it - it's really pretty simple. And once you know you can do it you will see other ways to get a grip on the pinion gear.

But the main reason for using the regular tool is that once you've removed the pinion gear you are expected to replace it, and that is one hell of a lot harder to do without the proper tools.

Oil temp sensors.

In theory, you may install an oil temperature sensor in any location, so long as the sensor is bathed in an active flow of oil. This is to ensure the sensor reflects any change in the oil's temperature as soon as that change begins to take place. As the Pilot-in-Command your main interest is any anomalous change in oil temperature, rather than the temperature itself.

One reason for our lack of interest in precise quantified temperature data is cost. Calibrated mechanical instruments, certified accurate within a given degree of precision are expensive. When precision accuracy is combined with reliability you're looking at a very expensive piece of goods. Instruments developed for land-based vehicles aren't especially accurate but are sufficiently responsive for our needs.

The reason we are less interested in the magnitude of the temperature shown on the gauge is because the temperature of the lubricant varies throughout the VW engine. That is, you may see a wide variation in oil temps from the same engine, depending on where in the temperature is measured. When using low cost instruments, rather than rely on specific numerical readings we insert the sensor into the active oil flow and by reference to other, more critical parts of the engine that may not allow convenient temperature-sensing, we calibrate the meter to our particular engine, dividing the scale of our meter into coloured arcs to show the safe operating range.

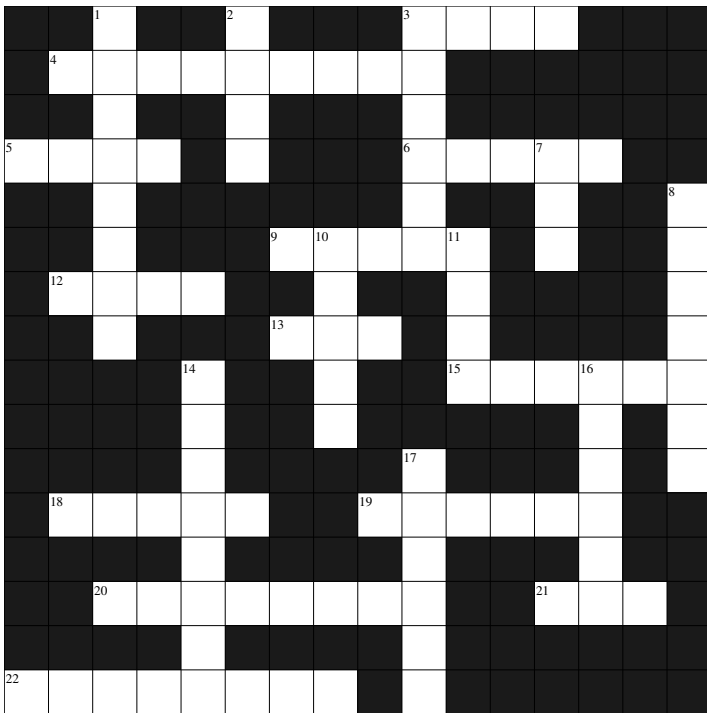
For example, the oil temperature gauges installed on some VW industrial engines placed the sensor at the inlet to the oil pump, and divided the face of the meter into red, yellow and green arcs and provided no numerical information at all. By comparing the VW system against a 200-degree C mercury thermometer borrowed from the chemistry lab at my local Junior College, I found the green arc covered (approximately) 75 to 105 degrees Celsius, followed by a yellow arc extending up to about 120°C and a red arc beyond that. This seemed rather low until I learned that the oil temperature in the valve gallery was typically a hundred degrees higher than that being sensed at the inlet to the oil pump. Clearly, the intent was to warn the operator to reduce the load on the engine when the valve gallery oil temps exceed 175°C.

The How-To information for installing a temperature sensor at the inlet to the oil pump (ie, VW's factory-preferred method) has been posted to the internet numerous times since 1994, and there are a number of web sites that offer step-by-step photographs of the procedure.

The VDO instrument accessory cluster offered starting in 1970 (?) was a dealer-installed option and subject to numerous Service Notes over the years due to their often hilariously incorrect readings. It's likely that your new aftermarket gauge will be just as inaccurate.

Bob Hoover

Club Veedub Crossword.



Across:

3. A famous Australian VW 'go fast' guru in the very early days was Jack ...?
4. Bugs n Buses By The Bay was held at a park beside the shores of Lake ...?
5. VW will enter this model in the World Rally Championship in a couple of years' time
6. Celebrating 50 years this year is the Volkswagen Type ...?
9. The name for the original Beetle as used in Germany
12. She was the Barrel Girl for Norm on his Fish n Chips run
13. The Russian truck maker that has been contracted to manufacture VWs in Russia
15. Norm's Fish n Chips run began from the coffee shop of a Buddhist ...?
18. VW distributors were made by this company
19. The VW dealer in Campbelltown in the 1960s was ...? Bros
20. This Plain gets its name for the Latin expression, 'no trees'
21. This iconic VW model has just celebrated 35 years with a special new release
22. This VW model will celebrate 40 years at the Eastern Creek Classic next month

Down:

1. The town where you turn off to drive up to Warragamba Dam
2. This German car company (owned by VW) just won Le Mans for the tenth time
3. VW's second-best selling model every, about to be reborn in a new version
7. VW's hard-top sunroof-cabriolet, just re-released in an updated version
8. The bi-annual VW Winter Break is hosted in this NSW

- town
10. The second movie in the series is called Herbie Rides ...?
11. The more common name for iron oxide, increasingly common in old VWs
14. Volkswagen's Australian boss is a lady named Anke ...?
16. The BlueMotion CC version of this very popular VW model has just been released
17. The Flat Four Cruise began from the Plough and ...? Park in Cecil Hills

Last month's crossword.





SUPER TUNE YOUR MOTOR

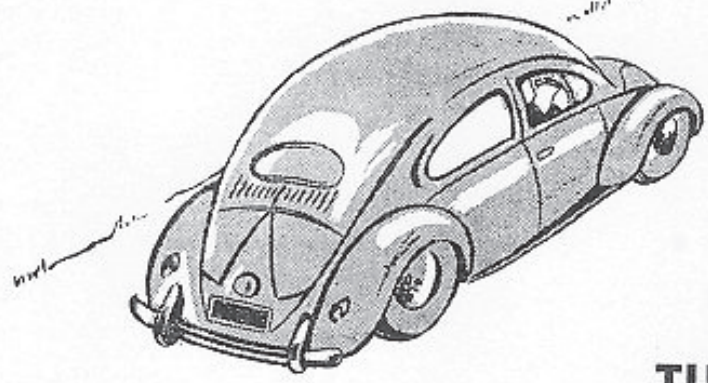
With

MAINTAIN COOLER RUNNING

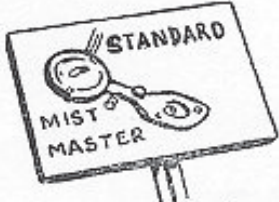
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