

Zeitschrift



How does the VW Amarok go off-road?

November 2011

IN THIS ISSUE:

Sth Highlands Motorfest
The Proctor
VW Buggy Up!
Other Frankfurt VWs

VW Amarok off-road
1984 VW Caravelle
Beetle R concept
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 2011-12.

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Registrar:	Ian Schafferius	0434 717 093

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

Club VeeDub membership.

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

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Canberra VW Centre	VWMA
Classic Vee Dub	Westside Mufflers
Custom Bugs n Buses	Wolfsburg Automotive (VIC)
Custom Off Road	

Herbie goes to Katoomba

the edge

CINEMA



A special documentary event

The 2011 VW Nationals, Sydney Australia

Screening at the Edge Cinema,
225 Great Western Highway, Katoomba
Saturday 12th November. 2pm — 4pm

A detailed coverage of the VW Nationals Supersprint at Wakefield Park racetrack and the show day at Fairfield Showgrounds

Tickets \$15.00. Bookings/Enquires/ etc call Phil on 4787 1841 or
0407 180 446

Please note. We will have a special guest on display in the Cinema Foyer, the one and only “Herbie” Yes one of the originals from the Herbie movie.

So why not come along a relive the event and you may even see yourself on the silver screen at *the edge cinema*.

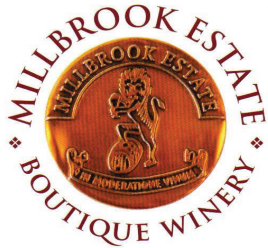
We may be able to offer a special on accommodation, more details next month.

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AND THEIR ANNUAL "WALK FOR AN AUSSIE KID", HELD NEARBY AT
THE FORESHORE, ALSO ON 20 NOVEMBER 2011



www.mbccc.org.au

It's on again!

Boris' VW Picnic Day & Swap Meet 2011

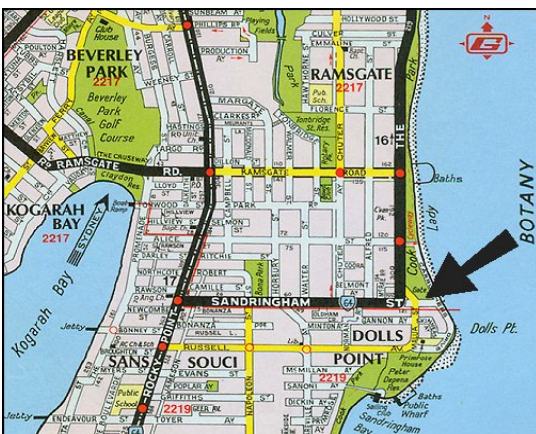
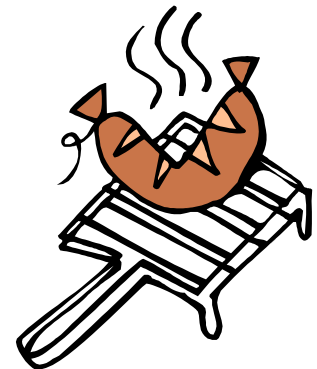
***** SAME GREAT VENUE THIS YEAR *****

When: From 9:00am Sunday 27th November 2011

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

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

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



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Club VeeDub
Canberra Chapter



www.canberravw.com

Club Veedub - Canberra Chapter



Christmas Lights Cruise Saturday 17th December

Club members will meet at 6pm at Russell carpark and drive to a location for a bite to eat, then set off at 8pm as the sun sets for a tour through Canberra's suburbs to find those festive bright lights!

BYO dinner, 'picnic style'. Please ensure petrol tanks are full.

Register your interest for this event to:

raafkombi@dodo.com.au

by Thursday 8th December 2011

Members will be advised of any changes via email so please ensure that you register with us if you are thinking of attending.



www.canberravw.com

+

VW Watercooled Summer Cruise 2012



+

Sunday 22nd January 2012

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 10:00am, departing at 10:30am and finishing at Stanwell Park at 12:30pm. If you're not up for a cruise head straight to Stanwell Park and meet us under the Club VW Marquee.

Families and kids are all invited, with a free BBQ lunch of snags and rolls along with ice cold drinks. There is a great playground and of course the beach. All donations on the day will go to the Cancer Council.

Contact Aaron Hawker - 0413 003 998

Von dem Herrn Präsident.

I hope everyone is well, sorry about missing out on writing last month's Presidents report, but somehow I had my dates mixed up.

There are lots great events coming up, and a few will be held before this issue reaches you. The Herbie Goes to Katoomba film day, featuring the VW Nationals racing and show day, will be on this Saturday 12th. There was a flyer in last month's magazine so I hope you remembered it; it will have run by the time you read this.

Boris' Picnic Day is on again on the 27th November at sunny Dolls Point on the shores of Botany Bay. Hopefully we will have a nice sunny day to enjoy all the shiny VWs and the BBQ sausages.

We heard some really exciting news while attending the VWMA drag racing meeting at Warwick. The VWMA drag racing series is coming to Sydney next year, on Saturday 25th February. The is event will be held at WSID right next to Eastern Creek Raceway, the full quarter mile rather than the 8th-mile at Warwick and Portland. It will be a VW-only event so the usual knuckle draggers will not be in attendance, so come on out and have a run. You don't need a fast car just good reactions as the racing will be bracket racing.

Our new updated website should be up and very running soon. This will give our members the most up-to-date club information, as well as a huge range of historical VW and Club material, VW reference pages and event photos. Members will also have the choice of receiving Zeitschrift as a full-colour PDF. If you would like your car featured on the website and in Zeitschrift or any VW related article that you have written please contact Aaron the webmaster or Phil the Zeitschrift editor to submit it.

Christmas is rapidly approaching; we will again have a club Christmas get together at The Greyhound club on the 15th December

I hope to see you soon.

Steve Carter



Kanberra Kapitelreport.

Hi everyone, it has been a slower month in Canberra after the high that was German Autofest. Our club camping trip was on at Wee Jasper and as this magazine is despatched we will be attending the Marques In The Park car show (Sunday 13 Nov) at Belconnen. We may have also had some members attend the Cooma Motorfest (05 Nov) and the Day of the VW in Melbourne (06 Nov), if you attended why not report in the magazine with some pictures?

Our next event - and the last for the year - is the Christmas Lights Cruise. Aaron has volunteered to run it this year and it has been a winner for the past few years. There should be a flyer in the magazine, but on Saturday 17 Dec, we'll meet at Russell then drive to a park for dinner (BYO

picnic style dinner). After this, we'll set off for the event and view some lights and enjoy the season. Please let us know via email if you are coming so that we can notify you of any changes.

The New Year will see the Summernats event on again and members can show their cars on the 'club day' Sunday...cars should be a little different or unique if possible. February will see a local event coinciding with our AGM, more details to come on this one, and in March we'll be attending the annual Shannons Wheels carshow in front of Old Parliament House. All of these details will be forthcoming.

With Santa so close around the corner and the silly season in full swing, there's only time left to wish you all happy dubbing!

Bruce



Klub Kalender.

November.

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 20th:- German Vehicle Show n Shine at Newcastle Foreshore Park, off Wharf Rd, from 9 am. \$10 entry at gate. All cars eligible for a prize or trophy. Mercedes, BMW, Audi, Volkswagen, Porsche and more. Food available, with many restaurants a short walk. Organised by the Mercedes Benz Club. www.mbcc.org.au or phone 0410 553549.

Sunday 27th:- Boris' Picnic Day 2011 at Cook Park, Dolls Point, right beside Botany Bay. VW display, VW swapmeet, club stand, BBQ sausage sizzle. Shine up your VW for the summer and enjoy a day by the bay. All VWs welcome, old AND new VWs. \$5 entry, \$10 for swappers. Come rain or shine! Phone Boris on (02) 9789 1777 for more info.

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

December.

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).

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. This month is the Club VeeDub

XMAS PARTY. Bring a wrapped present and get free drinks. Nibbles provided. 8:00pm start.

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

January 2012.

Thursday 5th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 12th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 21st:- Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7.00 pm. Ring Dave Birchall on 9534-4825 to confirm your booking and numbers – leave a message if no answer. Name and no of people attending! Closeoff for booking Wed 18th Jan. Great Italian food, best pizzas in southern Sydney. BYOG. Don't forget to wear your best Hawaiian shirt!

Sunday 22nd:- VW Summer Cruise 2012. Meet at Uncle Leo's Roadhouse, Liverpool Crossroads, at 10:00am. Cruise departs at 10:30am and finishes at Stanwell Park at 12:30pm. Or meet at Stanwell Park if you prefer. Families and kids are all invited, with free BBQ sausage sizzle and drinks. Kids' playground nearby, large grassy park and the beach close by. Bring your own picnic if you wish. All donations to the Cancer Council. All VWs welcome – air and water-cooled. Phone Aaron on 0413 003998.

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

February.

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

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

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

Sunday 19th:- Sydney Super Swapmeet at Hawkesbury Showground, Racecourse Rd Richmond, from 6am. \$20 one-man swap sites, additional adult \$5. Lookers \$5. Free Parking. Weekend passes and Saturday setup available for

large sites. Car parts and collectables, veteran and vintage cars, customs, classics, street machines. Phone 0410 447927 for more info.

Saturday 25th:- Sydney VW Drag Racing at WSID, Eastern Creek. Day/Night 1/4 mile VW drag racing. VW Bracket Racing, stock to Pro. Top VW Shootout, Show n Shine, Twilight Cruise, entertainment, food and drink. Presented by VWMA (www.vwma.net.au). More information next month.

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

March.

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

Sunday 4th:- Thirlmere Festival of Steam 2012 at Thirlmere, NSW. Steam train rides, steam museum, model railways, bands, dancers, food and drink stalls, kids rides, traders, classic car display. A great family day out! Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45 departure. Arrive by 9:30. Street parade at 1pm.

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

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.



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

May.

Saturday 26st:- VW NATIONALS Supersprint at Wakefield Park circuit, Goulburn. CAMS licence required. Phone Rudi Frank on 0418 442 953 for more information.

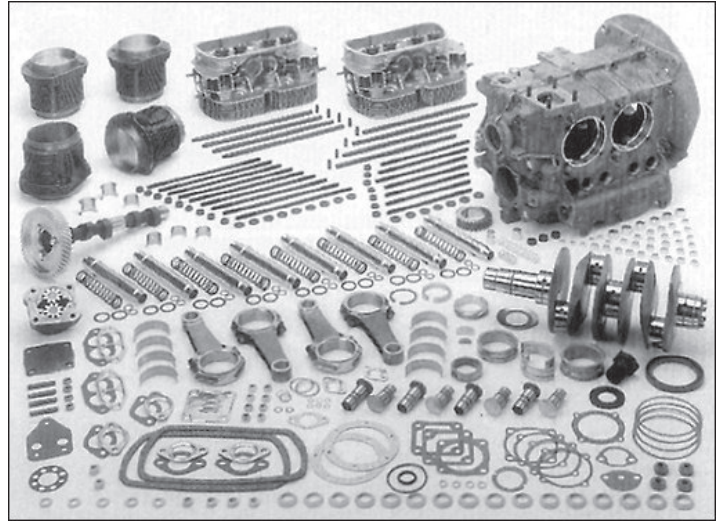
Sunday 27th:- VW NATIONALS 2012 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids' rides, great food and drink, VW fun all day.

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:- VW Genuine Parts from 1960-1974 model Beetles and Kombis. Engine overhaul parts, main bearings (standard and oversize), conrod bearings, cylinder heads, clutch parts, gearbox mountings, tail pipe and damper kits, blinker switches, starter motors, generators, alternators, and many more hard-to-get original NOS parts. Contact Lorenze on (02) 9630 1048 (Northmead).

For Sale:- 'Clive', my 1961 Beetle, Beryl Green. Same owner for 50 years. Serviced on a regular basis. Some modifications

www.volkswagen.com.my



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Volkswagen Group Malaysia Sdn Bhd (718261-U) Wisma UOA Bangsar, No.7 Lorong Maarof, Bangsar, 59100 Kuala Lumpur. Toll free line: 1800-88-8847. Local specifications may differ from that featured in this ad.

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For Sale:- 4 x Simmons V4 three piece wheels to suit 4 bolt Beetle (4x130 pcd) fronts are 15x6, rears are 15x6 1/2 Near new tyres, 195/50x15 & 205/60x15. Located in Mortdale, St George area Sydney. \$1500 Call Richard on 0409 469 331.

For Sale:- 2007 Volkswagen New Beetle, Luxury Edition. 1.9-litre turbo diesel engine, leather trim, alloys, sunroof, Sunshine series with good mileage! \$14,990. It's at Cumberland Ford, 145 Main St Blacktown. Phone 1300 858958 to inspect.

For Sale:- VW T4 LWB Campervan. Diesel engine, Trakka high roof, optional bathroom with window. \$19,700 ONO. Phone 0405 183918.

2nd Month Ads.

For Sale:- 1971 VW Superbug 1600. Recently resprayed in 2 pack paint (original moss green colour). New running boards + new rubber seals on entire car. Body completely overhauled in the last few years to address all rust problems common to any Beetle of this age. One year's registration (September 2012). Regularly serviced, mechanically sound. \$7,500. Currently garaged in Normanhurst. Contact elenahandlos@yahoo.com.au ; or phone 0422 470 745

For Sale:- Audi 90 1989 Model Sports pack. Unregistered 2.3-litre 5 cylinder with 5 speed, Red, black upholstery with factory mags and sunroof, straight and complete, still runs

although has overheating problem. \$500 Phone Ken on 9773-7529.

For Sale:- 1991 T3 Kombi Caravelle (Colour Red). 7 Months Registration. Drives well, in good condition and Low Kms. Contact Mark on (0409 920397).

For Sale:- 1968 VW Beetle. 17,000 miles travelled since recon. 1600 twin port motor. Sunraysia wheels. Nissan Pulsar Blue. One owner for the last 17yrs. Garaged, Very good condition. Registered till the 9th November 2011. \$8900 ono Contact Maree on 0419209488

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Trades and services directory.

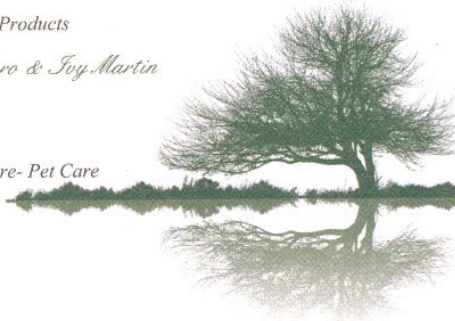
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Name:

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Email:

Phone: (BH)
 (AH)
 (Mob)

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

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

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


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VW's 2010 sales – latest news.

As reported earlier, 2010 was an all-time record sales year for Volkswagen in Australia. Last year's VW sales of 38,016 vehicles finally beat the 1964 record of 31,419, set back when VW's Clayton factory was locally manufacturing 1200 Beetles, 1500 Kombis and 1500 Type 3s. In fact, 34,588 VWs were actually produced in 1964, with the extra 3,000 exported. This record had stood unbeaten for 46 years.

VW sales declined after 1964 as more modern British, European and Japanese competition appeared. Local manufacturing ended in 1968, CKD assembly ended in 1977, and all VW car sales ended in 1981. From 1982 to 1989 the Transporter was the only new VW available, with the all-time low point in 1987 – no new imports and just 48 old-stock Transporters sold all year. VW was restarted under Ateco in 1989, then TKM, then Inchcape, building sales from 500 to 8,500 in ten years. VW Group Australia took over in 2001, and after ten more years has set a new all-time record.

VW's most popular model last year was the Golf, with 15,425 sales, followed by the Tiguan SUV with 6,590. Then the Passat (3,494); the Polo (3,195); the Jetta (2,391); Caddy (2,243); T5 Transporter (1,804); Eos (985); Crafter (840); Multivan (477); New Beetle (462); Touareg (374) and Caravelle (110). With these numbers, VW set all-time Australian sales records for the Polo, Golf, Caddy, Multivan, Tiguan and Crafter.

Two significant Australian sales milestones were passed. In November 2010 the 500,000th (half millionth) Volkswagen passenger vehicle was sold, since the first one in 1954. In December 2010 the 150,000th Volkswagen commercial vehicle since 1954 was sold. By 31 December 2010 the totals reached 503,226 passenger cars, 150,050 commercial vehicles and 17,269 SUVs, making a grand total



of 670,545 Volkswagen vehicles sold in Australia since 1954 (not including Audi, NSU, Skoda and SEAT).

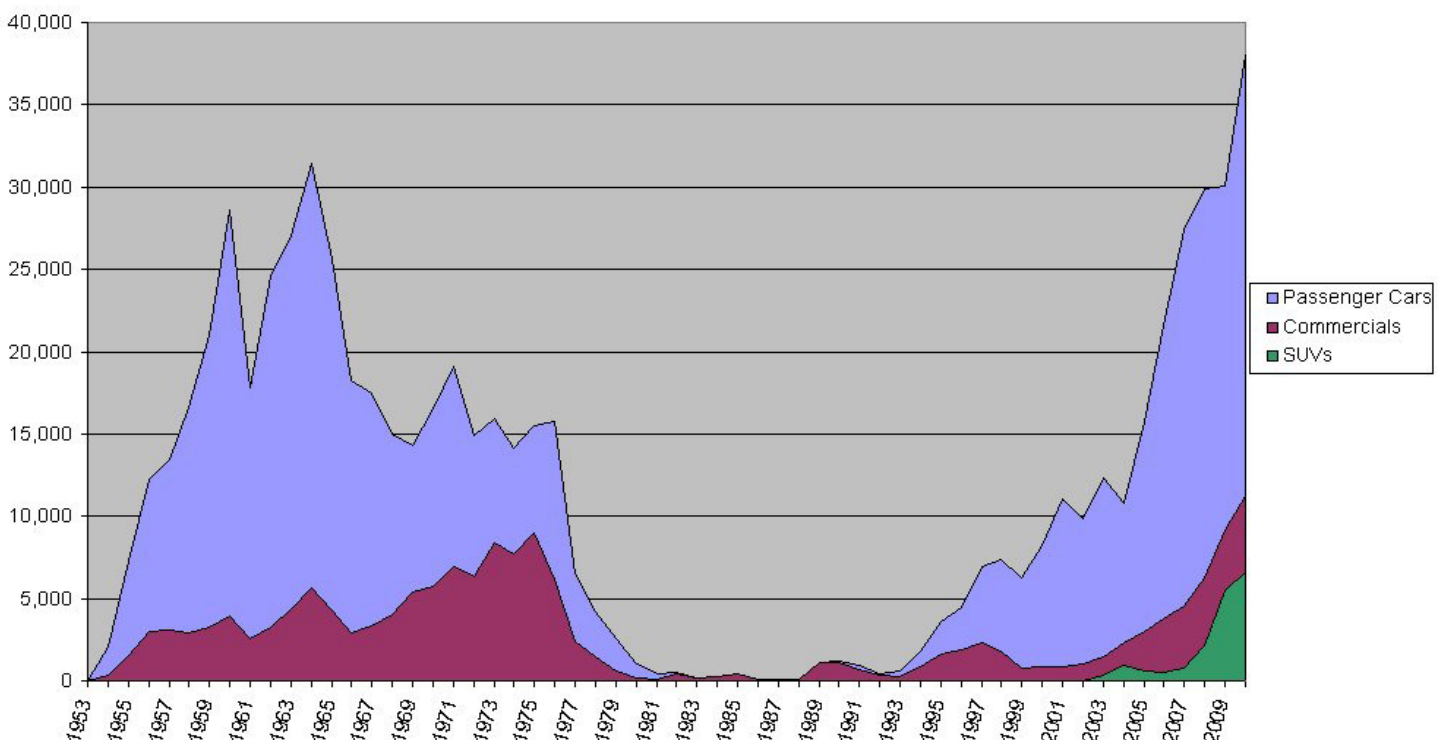
The Golf's cumulative reached 121,697 (1976-2010). This is still second to the VW 1200 Beetle with 183,626 (1954-66), but at present sales rates the Golf will overtake the 1200 Beetle by January 2015.

Passat sales have now reached 35,545 (1974-2010), making it the fourth most popular VW car after the 1200 Beetle, Golf and VW 1600 (41,786, Types 1 and 3 together 1966-76). The Passat overtook the VW 1500 (31,129, 1963-73) in 2009.

The most popular Passenger Car makers were Toyota (104,403); Holden (92,215); Mazda (61,930); Hyundai (60,441); Ford (54,698); Honda (33,131); Volkswagen (26,799); Mitsubishi (24,539); Suzuki (19,917) and Subaru (18,492). VW's 26,799 passenger cars was also an all-time record, beating the 25,764 sold in 1964. VW outsold Mitsubishi for the first time ever, and remained Australia's most popular European brand for the sixth year in a row.

The Japanese makers today make their big sales in 4WDs and SUVs. Volkswagen finished tenth in SUVs with

Australian Volkswagen Sales



6,590, behind Hyundai (13,607) and Honda (7,244). Toyota topped the SUVs with 53,509.

In Overall sales, Volkswagen was tenth, for the fifth year in a row. The overall totals were Toyota (214,718); Holden (132,923); Ford (95,284); Mazda (84,777); Hyundai (80,038); Nissan (62,676); Mitsubishi (62,496); Honda (40,375); Subaru (40,025) and Volkswagen (38,016).

VFACTS also records the number of cars of each make registered on Australian roads in 2005, and in 2010.

Reflecting VW's resurgence in Australia, the number of registered VWs on our roads grew from 96,064 in 2005 to 185,349 in 2010, an increase of 92.9%. This was by far the largest increase of all the top 10 brands. Note also that 185,349 VWs survive on our roads of the 670,545 sold here since 1954.

VW's two Group companies also had all-time record years in 2010. Audi sold 12,900 vehicles, and Skoda sold 1,652.

Updated Tiguan released.

Volkswagen Australia has announced the new facelifted 2012 Volkswagen Tiguan. It gets revised styling, a new entry-level 1.4 TSI engine available in two-wheel drive, slightly more power for the base model 2.0-litre as well as a top-spec 2.0 TSI with 155 kW.



Like the latest range of Volkswagen vehicles, the 2012 Volkswagen Tiguan showcases the company's consistent and conservative design language. At the front, there's the new horizontal grille which extends right to the inner edges of the headlights, while at the rear there's new taillights with slightly more squared-off bottom edges, in tune with the horizontal design theme.

The biggest change for the 2012 Volkswagen Tiguan is the introduction of the BlueMotion Golf's 1.4-litre TSI Twincharger (turbo and supercharged) four-cylinder engine. Like the other Volkswagen models with this engine, the 1.4 TSI produces 118 kW of power and 240 Nm of torque. It comes with an average fuel consumption rating of 6.9 L/100 km and is able to accelerate from 0-100 km/h in 8.9 seconds.

The 1.4 TSI is available with a six-speed manual transmission only. Interestingly, the 1.4 TSI is available in two-wheel drive BlueMotion Technology form, as opposed to

the rest of the range that features Volkswagen's 4Motion all-wheel drive system.

The BlueMotion Technology showcases features such as Start/Stop, Brake Energy Recuperation and a Coasting Function (available on the DSG version of TDI only), all aimed at reducing fuel consumption and emissions.



Next up in the lineup is the new 2.0 TSI variant, which comes with a 2.0-litre turbocharged four-cylinder petrol engine with direct injection, now producing 132 kW of power and 280 Nm of torque – up from the current 125 kW and 280 Nm.

It's available in either six-speed manual or seven-speed DSG automatic, and comes with an average fuel consumption rating of 8.7 L/100 km (manual) and 8.8 L/100 km (DSG). Acceleration from 0-100 km/h can be achieved in 8.3 seconds (manual) and 7.9 seconds (DSG).

Apart from the exterior revisions, the 2012 Volkswagen Tiguan 2.0 TDI diesel remains relatively unchanged, mechanically. It will also come with the option of two-wheel drive matched with BlueMotion Technology, and features reduced fuel consumption ratings compared with the current model despite maintaining the same power and torque figures (103 kW and 320 Nm).

Equipped with the six-speed manual it comes with an average consumption rating of 6.0 L/100 km, while the seven-speed DSG is rated at 6.2 L/100 km. Acceleration from 0-100 km/h can be achieved in 10.2 seconds.

Finally, taking place as the flagship variant is the new 2012 Volkswagen Tiguan 2.0 155TSI. It features the same 2.0-litre turbocharged direct injection petrol four-cylinder



engine used in the Volkswagen Golf GTI, producing 155 kW of power and 280 Nm of torque.

The top-spec variant only comes in DSG transmission form, and offers an average fuel consumption rating of 8.8 L/100 km. Acceleration from 0-100 km/h can be achieved in 7.3 seconds.

The new Tiguan also comes with an array of standard safety features including ABS brakes, Auto Hold function, Brake Assist and Electronic Brake-pressure Distribution (EBD), Anti-Slip Regulation (ASR), Electronic Differential Lock (EDL), Electronic Stabilisation Program (ESP) and Engine Braking Control (EBC).

Prices for the 2012 Volkswagen Tiguan range are as follows (Manufacture List Prices, excludes on-road costs):

Tiguan 118TSI six-speed manual	– \$28,490
Tiguan 132TSI six-speed manual	– \$33,490
Tiguan 132TSI seven-speed DSG	– \$35,990
Tiguan 103TDI six-speed manual	– \$35,990
Tiguan 103TDI seven-speed DSG	– \$38,490
Tiguan 155TSI seven-speed DSG	– \$42,990

Polo R-Line.

Volkswagen Germany has released the full details of the new Volkswagen Polo R-Line.

Before you get too excited, this isn't a high-performance Polo R model in the same vein as the Golf R and Scirocco R models. R-Line is Volkswagen's name for its performance styling packages, none of which are currently offered in Australia.



In Germany the Polo will be offered with two packages: R-Line Exterior and R-Line Plus.

The first – a 1010 to 1450 Euro (\$1360-\$1950) option, depending on starting spec level – includes 16-inch Mallory light alloy wheels, high-gloss black grille with R-Line badge, R-Line bumpers, fog lights, side skirts, rear diffuser, chrome tailpipes, roof spoiler and LED number plate lighting.

The R-Line Plus interior package – priced between 450 and 855 Euro (\$600 and \$1150) – adds sports seats in leather/Alcantara or 'Kyalami' material, black roof lining, leather steering wheel with aluminium highlights, R-Line logos with chrome lettering and aluminium pedal caps.

It's too early yet to know whether the Polo R-Line will be imported to Australia, but expect a major queue if it is – the existing Polo GTI already has a waiting list of well over 12 months!

There is also still no official word from Volkswagen Germany on whether a performance 'Polo R' model is planned for production, but most media watchers consider it likely at some point as the Polo will be the base for VW's WRC challenger in 2013.

VW to invest 62 billion Euros.

Volkswagen has announced plans to invest 62.4 billion Euros (around \$A83 billion) into its global operations as it intensifies its push to overtake Toyota and General Motors as the world's biggest car manufacturer.

Volkswagen recently announced it would make the investment over the next five years. Financial support will be injected into production facilities as well as vehicle research and development in each of Volkswagen Group's nine car brands.



Prof Dr Martin Winterkorn, CEO of Volkswagen AG, recently made the announcement to the press. "The Volkswagen Group is investing a record amount in forward-looking projects to achieve its goal of becoming the world's best automobile manufacturer in economic and ecological terms," he said.

"We shall continue to extend our innovation and technology leadership. Top of the agenda for us are investments in environmentally friendly, sustainable models and drives."

As part of the plan, Volkswagen is also aiming to open up new production facilities, including two in China. This will add upon the already existing 62 production plants that are currently set up around the world.

Last year, Volkswagen sold a company record of 7.2 million cars globally. This year, it predicts a further increase of five per cent with the help of a new US plant that opened up in Chattanooga, Tennessee, US – Volkswagen's second-biggest market. The Tennessee plant will have a capacity of 100,000 vehicles a year and produce the US-spec Passat and other VW models as the market demands.

Amarok to get 8-speed auto.

Volkswagen only just launched the Volkswagen Amarok ute in Australia earlier this year, but a model update is already being planned for 2012. The updated model will arrive with the introduction of a new flagship variant, called the Amarok TDI420.

The TDI420 will come with a new 2.0-litre four-cylinder turbo-diesel engine producing 132kW of power and 420Nm of torque. It's this flagship that will also introduce an eight-speed automatic transmission option.

The transmission will be the same ZF item used in Volkswagen's largest vehicle, the Volkswagen Touareg SUV. Volkswagen says the transmission will provide improved fuel consumption and make better use of available torque.



"Thanks to this greater spread the TDI engine works even more effectively in every rev range, and it is more fuel-efficient and agile. Moreover, 8th gear was configured as a fuel-saving overdrive gear that operates at reduced engine speed. The first gear is configured for pulling away in off-road use or when towing," says VW Australia's Commercial Vehicles boss, Phil Clark.

Volkswagen Australia is yet to finalise official timing for the 2012 Volkswagen Amarok launch, but says it will take place some time next year.

5-door Up!

Volkswagen has confirmed the all-new three-door Volkswagen Up! city car will be joined before the end of next year by a more practical five-door version.

The announcement comes as little surprise after the five-door Cross Up! Concept was unveiled at last month's 2011 Frankfurt Motor Show, and sister company Skoda last week revealed its own version of the compact model – called the Skoda Citigo – would go on sale early next year in both three- and five-door layouts.

Volkswagen Australia has confirmed the Up! will arrive in Australia during the fourth quarter of 2012. The three-door variant is expected to launch with a starting price below \$15,000 before on-road costs, undercutting the light-sized Polo.

The five-door Cross Up! Concept at Frankfurt had an off-road theme, emphasised by its 15mm-boosted ride height, tougher front bumper plate and plastic wheel arch surrounds. The production model will drop the tough-guy act and adopt a similar clean design and the same standard suspension setup as the three-door.



Volkswagen is yet to officially confirm the Up! five-door's powertrain details, although it will almost certainly utilise the same 44kW and 55kW 1.0-litre three-cylinder petrol engine tunes to be offered in the three-door. The most frugal Up! three-door models will use as little as 4.2 litres/100km on the combined cycle when teamed with start-stop technology.

The five-door's interior will benefit from the same body colour metal styling, simplistic instrument layout and dashboard-mounted touchscreen.

More details will be revealed in the coming months in the lead-up to the global launch of the Volkswagen Up!, which will take place in Europe early next year.

VW US recalls.

Volkswagen of America has recalled almost 170,000 vehicles in the US over a defect with its 2.0-litre diesel engine.

The recall applies to 2010-12 Audi A3, 2010-12 Volkswagen Golf, 2009-12 Volkswagen Jetta and 2009-12 Jetta Sportwagen vehicles equipped with the Volkswagen Group's 2.0-litre TDI diesel engine.

A total of 168,275 vehicles are affected by the recall, including 161,144 Volkswagens and 7,131 Audis.

The official recall notice published on the National Highway Traffic Safety Administration explains the engine's



fuel injection pulses could coincide with the natural frequency of the injector line, producing a resonance that creates additional stress in the fuel line.

“Due to the resonance condition, injector line number two could develop small cracks which could lead to fuel leakage. Leaking fuel in the presence of an ignition source may lead to a fire.

“Volkswagen will install an improved fuel injector line for the number two cylinder and will install vibration dampers on all of the injector lines.”

Volkswagen and Audi are contacting all owners of affected vehicles in the US, with the recall repairs to commence in November.

Volkswagen and Audi Australia are investigating the matter to see whether the diesel engine defect also applies to vehicles sold in Australia. If Australian vehicles are affected, a local recall could be wide-ranging. Volkswagen Group vehicles sold in Australia equipped with the 2.0 TDI engine include the Audi A3 and A4, Volkswagen Golf, Golf Wagon, Jetta, Tiguan, Passat, Passat CC, Eos, Amarok, Caddy and Multivan, and Skoda Octavia and Superb.

At this stage, there is no Australian recall for any of the cars listed above. Stay tuned for updates.

VW US returning to profit.

Volkswagen of America CEO Jonathan Browning expects the brand to be profitable in the US this year for the first time since 2003. He says the Audi brand achieved profitability in the US last year.

In the first eight months of this year, Volkswagen sold 284,978 vehicles in the US, a figure that is up 19 per cent compared with the same period last year. The expected profits don't include VW's financial services, local manufacturing, or Volkswagen's contribution to global fixed costs.

Browning said, “the focus is on meeting our contribution to the corporate profitability target. But this is a significant improvement.”

Volkswagen has struggled in America since the end of the air-cooled era. VW's previous American factory, in Westmoreland PA, once produced the Mk1 Golf (Rabbit) but closed in 1988. The Brazilian Gol was sold in the USA as the VW Fox from 1987 to 1993, but was not a success. The 'Fahrvergnugen' advertising campaign failed to boost brand awareness and confused Americans. The New Beetle was designed specifically to resurrect VW's US sales by appealing to air-cooled nostalgia but sold just 750,000 in the US in 12 years. VW's attempt to badge engineer a Chrysler minivan (the VW Routan) was a dismal failure. Renaming the Mk5 Golf as the 'Rabbit' was a flop, and the current version has returned to the 'Golf' name. Strangely, the US market is the only one in world where the Jetta outsells the Golf.

VW America has long sourced most of their vehicles from Mexico's Puebla plant. VW's Commercial range is not sold in America, nor most of the European car range. Earlier this year, Volkswagen opened up a new US manufacturing plant in Chattanooga, Tennessee. The plant is now the only Volkswagen production facility in the US, assembling the



popular new US-specification Volkswagen Passat, completely different from the Passat sold everywhere else in the world.

Lego VW Bus.

Following the recent successful Lego VW Beetle, Lego will now pay tribute to the Volkswagen T1 Westfalia camper with a new kit that recently been released in Europe. The model is based on a 1962 Volkswagen Bulli (Bus) with the sought-after pop-top camper option. The interior even features a sink and dinette, along with the all important bench seat-cum-double bed.



Lego's hippie Kombi features the classic two-colour paint scheme with the 'V' nose up front, with large VW emblem. The front, side and rear doors all open and the small camper roof pops up with a cloth skirt – never done before on a Lego model. Inside the model features cupboards, folding bed seat and table, and even a lava lamp and a 'Make LEGO models not war' T-shirt hanging in the window. In the back there's even a replica of the van's flat four engine wedged between the rear axle and the floor.

According to the model's British designer John Henry Harris, the hardest thing was translating the VW's curves to brick form, but it looks like they got as close as possible, given the medium. The model is designed so the roof can easily be removed to display the detailed interior.

The model is available online and sells for \$120. It contains more than 1,300 pieces – the perfect Xmas gift.



Holdens that held us up just before the Mittagong turnoff, and by this stage there were lots of nice classic cars going to the same show.

Through Bowral and down to Burradoo and the left turn into the school grounds – what a lineup! The Southern Highlands Motorfest is held on the grounds of the Chevalier College, with the grassy front oval completely covered with rows of shiny classic cars. It was a short wait to get in, with a modest \$10 entry fee and two showbags for all show vehicles. The Morris Minor Car Club provided the traffic marshals and we were directed to the parking areas dependent on our classes (pre '60, '60 to '80, post

Southern Highlands Motorfest. Sunday 30 October.

In spite of forecast showers, Sunday 30 October dawned clear and fine – a good day for a car show in the Southern Highlands.

Our Club meeting spot was the usual Uncle Leo's Caltex truck stop at Liverpool crossroads. I drove up in my Kombi just after 7am, to see Jeff in his '66 Beetle already there and waiting. We had a quick breakfast and a chat while we waited for other VWs to join us. But by 7:30am, our scheduled departure time, there were no other VWs. Just lots of Toranas.

By 7:45am we two were still the only VWs, so we decided to hell with it and head off. Jeff hadn't been to Chevalier College before so I led the way down the motorway towards Campbelltown and Picton. We happily sat on 90 km/h in the left lane, soon passed by a line of ten Toranas headed the same way. We caught up with two slowpoke FJ

'80, classic or custom, etc etc).



I spotted Laurie and Wayne's Kombis among the lines of classic cars and attempted to park near them, but marshals directed me to the next line. This year cars were parked on a first-come, first-serve basis so cars of like makes were spread randomly over the oval. Jeff's Beetle was sent to park four rows further up, and later a few other Beetles were also parked in different rows.



Club VeeDub. Aus Liebe zum Automobilklub.



Once parked and set up, there were plenty of other activities. There was a country woodchopping competition; trader stands; arts and crafts exhibitions; a charity bargain basement; a secret auction; kids' rides and plenty of food and drink stands. The queue for the BBQ sausages was quite long but the home-made cakes and biscuits were delicious.

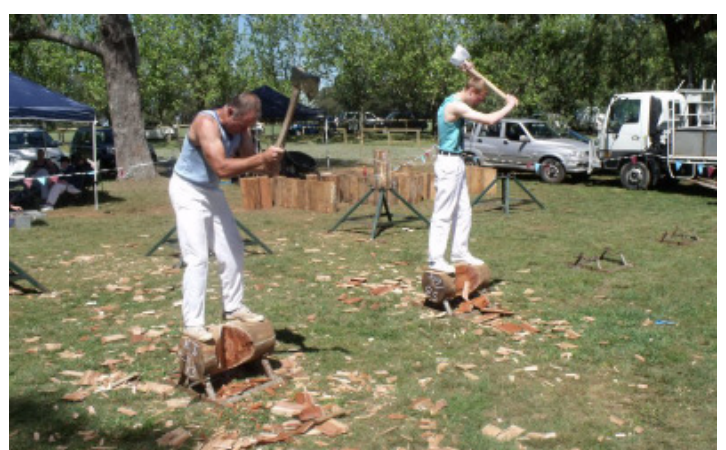
The weather stayed fine but the wind picked up after lunch, tossing a bit of dust across the grounds and making our VW flag fly. It was great to wander among the rows of classic cars, with pretty much all makes and models there. Lots of classic '60s US muscle cars; lots of Morris Minors and, by mid-afternoon, maybe 7 or 8 VWs spread randomly over the oval. Lots of passers-by expressed admiration for our VWs, particularly Wayne's blue Microbus, and a couple of the older Beetles a row or two away.



The organisers had trophies organised for the various categories but I decided to head off home at 1:30, a little while before the 3pm presentation and the subsequent traffic jam. So I didn't hear if any VWs won a prize. Usually no VWs win trophies but Wayne did win one for Best Commercial a couple of years ago with his single-cab.

A very well organised day that ran very smoothly, although some of us found the day a little slow once we'd looked at everything. Still, we had plenty of people talk to us about our VWs.

It would be nice to have a stronger Volkswagen presence at this show, but with such a weak turnout from our members on a sunny Sunday that isn't looking very likely. A pity, as it's an excellent classic car show for all the family, and terrific location in the pretty southern highlands.





Volkswagen Amarok off-road review.

'Tested by Dakar.' That's the line Volkswagen uses to tout the new Amarok's off-road credentials to Australians. Indeed, a fleet of Amaroks are used as support vehicles during the Dakar Rally, the world's longest and toughest motor race (which has been won by a Volkswagen Touareg the last three years in a row).

Well, if sand and rocks are fodder for the Amarok, then how about mud, gravel and clay? How about conditions found in Australia, rather than in the Atacama desert and the Andies? That's exactly what we threw at the Amarok, to see if it could really cope with the worst conditions imaginable.

Our test was based in Perth, just out of the city in a well-known four-wheel drive area called The Powerline Track. It is so named because the track follows powerlines from just out of Mundaring and heads east through the Darling Scarp.

The weekend in question was preceded by rain. Lots and lots of rain. Consequently, any chance of it remaining in the same dusty condition as when we tested the Range Rover Vogue here recently was quite literally washed away. This gave us the best opportunity to really put the Amarok through its paces and see if that Dakar testing has paid off.

On any serious off-road expedition, you'd be stupid to not take a few cars and recovery gear. We managed to rustle up ten modified four-wheel drives, with such diverse additions as lift-kits, bigger wheels and tyres, and locking differentials. And then there was our test car – one completely standard Volkswagen Amarok Trendline.



Thankfully, we had the selectable 4MOTION system, which gives you the choice of rear-wheel drive, four-wheel drive and four-wheel drive low-range, enabling you to choose the best mode for the conditions. Selecting a mode was as simple as pushing a button on the right of the gear lever, and leaving the car in neutral. Our car also had a locking rear differential giving us the best traction possible when wheels were off the ground, but more on that later.

Heading up Greenmount Hill, you notice how flexible the twin-turbocharged, 2.0-litre, four-cylinder diesel engine is. Sitting at 80km/h up a fairly steep gradient, the VW was happy in fifth gear, trundling along at just over 1500rpm, with overtaking as simple as flexing your right foot – all that torque comes in thick and strong.

Further along Great Eastern Highway, the speed limit increases to 110 km/h and when slotted into sixth gear, the Amarok was doing 2000 rpm and riding with ridiculous comfort. The suspension (despite the rear being leaf springs) was remarkable in its bump absorption. At times, you can feel the rear bounce a little, however the front rides with aplomb – for a work ute – and with soft yet supportive seats, the Amarok is by far the most comfortable of all of the dual-cab utes on sale today.



The Amarok's steering is also sublime, as is the gear change. Unlike some utes whose gearboxes seem to be made of marshmallow, the Amarok's direct shift feels fantastic and is never overly notchy nor does it balk at quick changes, both up or down.

So far, this is looking very good. But we haven't ventured off road yet, so it still could all come undone.

A right-hand exit off Great Eastern Highway and we head south on Flynn Road, following it for a few hundred metres. It's then a left turn as soon as you see the powerlines. This is the second and much more challenging section of the track. Tyre pressures were dropped to 20psi to enable the tyres to have some flex – the last thing you want is a sharp rock busting a sidewall open while you're trying to climb an incline.

It doesn't take long before we reach our first challenge. A water crossing followed by a rutted out hill climb. The water isn't an issue; it's only around 500 mm deep, and the Amarok sits very tall, so it just cruises through without an issue. The first part of the climb, however, is laden with thick, slimy goo which some people would call mud – others would call it bricklayer's cement.

It's as we come up against the first part that we realise the tyres have turned to slicks, with the mud caking the tread



seconds after exiting the water. A good test for the Amarok's traction and stability control, then.

The Volkswagen climbed up slowly, spinning the wheels, and then the Electronic Stability Program (ESP) jumps in, realising what's going on. You can feel the engine being braked at each wheel, with different corners clicking away and stopping the slide. The vehicle lurches forward, then slightly sideways and then more braking from the sides as it arrests the yaw, with more shunting forward. Lots of clicking from underneath as the ESP does its thing and finally we climb up and out. The first test is passed.

It's when we get to the next slippery slope that the depth of some of the ruts prevents the traction control from fully sorting out the lack of grip. No matter: to the left of the gear stick is a differential lock button. Press it and everything switches off – ESP, ABS, all driver aids. But the drivetrain locks solid and you can feel all wheels turning as one. This is extremely helpful as some wheels jump into the air, and as you inch forward, other wheels do the same while the rest touch down. No matter which wheels are down, there's drive going to them.

The 2.0-litre, turbo-diesel four gets that drive to the wheels with a minimum of fuss. With 400 Nm available from just 1500 rpm, tractable is too weak a word to describe it. While climbing and dealing with lack of traction, the revs were going up and down dependent on grip at the time. At one stage, it dropped as far as 900 rpm, but never bogged down or shuddered. It just revs cleanly and quickly, so much so my passenger was shaking his head, never imagining a diesel could be this good. But it is.

Of course, having an automatic would be so much better, but as a manual, this transmission is very good. In fact, of the current crop of dual-cab utes, it's by far the best shift action and easiest and most progressive clutch. As far as a drivetrain goes, the Amarok is superb.

So is the suspension. Yes, you'll feel the bumps and lumps and everything going on underneath, but it's never jarring or jittery. Having leaf springs in the back doesn't make it any less comfy off road and there's enough travel to ensure grip is at a premium.

But grip isn't purely dependent on suspension. Once the wheels spin against

the surface, more comes into play. We learned that if you just keep your foot buried if in slippery conditions, unlike other four-wheel drives which brake against the revs and slow the engine while the stability control does its thing, the Amarok's ESP tends to let the engine work more.

It's as if it's more suited to sandy conditions (Dakar, anyone?), where revs and wheelspin are crucial. If you want the ESP to help you out, it's best to keep the revs between 1000-2000rpm and you'll find the ESP works a lot more effectively, cutting in a lot earlier.

What's especially amazing is these were highway tyres. They're not designed to cope with the slime we had to contend with. They caked up, yet the ESP managed to gather what little grip there was, and provide forward momentum. Calibrated correctly? Most definitely. And if you're in ridiculously boggy sand, it can be completely switched off.

With its brilliant ESP and locking differential, no matter what the conditions, traction is not an issue. Ground clearance could be considered a problem, as despite how tall the Amarok is, a little more clearance would be helpful so the sills don't drag, but we're talking extreme off-roading here. Taller tyres will help this; a simple aftermarket modification. An extra inch or two is all it needs to keep up with ridiculously jacked up Hiluxes and Prados. Indeed, the Amarok showed up quite a few vehicles on the day.

Not once did we have to get towed out. Not once did we get grounded. We did slip off a ridge and pop off the front flare section on the bumper, more due to driver error than the car. But despite the superficial damage, the Amarok conquered the Powerline Track.

Here's the rub: Compared with dedicated four-wheel drives, the Amarok holds its own. But compared with its competition, with stock dual-cab utes, the Amarok beats them all, hands down. I don't care which one you name: Hilux, Navara, Colorado, D-Max, Triton – the Amarok is better.

It rides better, sounds better, looks better and is built better. The Volkswagen Amarok may have been "tested by Dakar" but right here, it's been tested by Australia.

This is definitely the Über Ute.

Karl Peskett



The Proctor.

It seems difficult to realise, more than 40 years and over 21 million Beetles later, that in the early '50s the phenomenally successful little Volkswagen was still widely regarded as a novelty. An unconventional novelty at that.

Though the Volkswagen borrowed little from others in its design, the separate platform-type chassis was one of its most unusual and significant features. After all, it could have had an orthodox engine, other suspension, or whatever, but such differences wouldn't have affected the versatility and practicality of the platform chassis. It was that feature which led the Volkswagen to become the most prolifically produced, differently bodied car of all time.

History doesn't record who was first to utilise the Volkswagen floorpan for a special body. Volkswagen itself did so with wartime vehicles, and the VW's original master designer, Dr Ferdinand Porsche, also adapted the humble foundation to create the cars that came to bear his name. But outside that inner sanctum there was no definitive first.

It's probable that as with many other designs, the first VW-based conversion body was 'invented' about the same time by several people working entirely independently of each other. Certainly one of them was Ghia, a leading Italian specialist-car firm devoted to styling bodies beautiful. So successful was Ghia's design for a Volkswagen coupe Wolfsburg bought the idea and had the steel-panelled body mass-produced by Karmann in Germany.

On the other side of the world Ted Proctor was exploring the potential he saw beneath the homely VW sedan body, but his was a one-man project, in a backyard garage. It was a notable venture, not only because it made him one of the earliest in the Beetle-based body game, but also because it was one of the very first in that field to use fibreglass.

In 1954 Ted Proctor hadn't as much as seen a fibreglass body, let alone made one. But he'd read about body shells fashioned from the new material which was being hailed as a revolutionary breakthrough for the car industry, and was being described as nothing short of a boon for special bodies.

Proctor's occupation as a commercial artist began to take second place as he delved deeper into the new technology and methodology. He read everything he could find on the subject, and his mind was made up after he imported and absorbed one of the earliest build-your-own-plastic-body books from the USA.

To gain practical experience, Proctor first made a 'glass hardtop for the Morris Minor convertible. He did it in what is now regarded as the traditional method, with a hand-carved



male mock-up and a hand-laid female mould, Unfortunately, owners of Minor convertibles seemed either distrustful of the gee-whiz wonder material, or unwilling to pay the price of improved weather-proofing. Or perhaps some of them had convertibles because they liked soft-topping anyway. Whatever the reasons, Proctor's hardtop flopped.

He wasn't deterred however, for important lessons had been learned about the design and use of fibreglass. He took his experience a step farther by building a 'glass dinghy for personal use, not for production. And then he was ready to tackle his sports coupe project.

The body was designed, the mock-up and moulds were made, and the first body produced, all by mid '57. It was an interesting venture, and in some ways the Proctor body previewed the innumerable others which followed the Beetle-bolt-on concept.

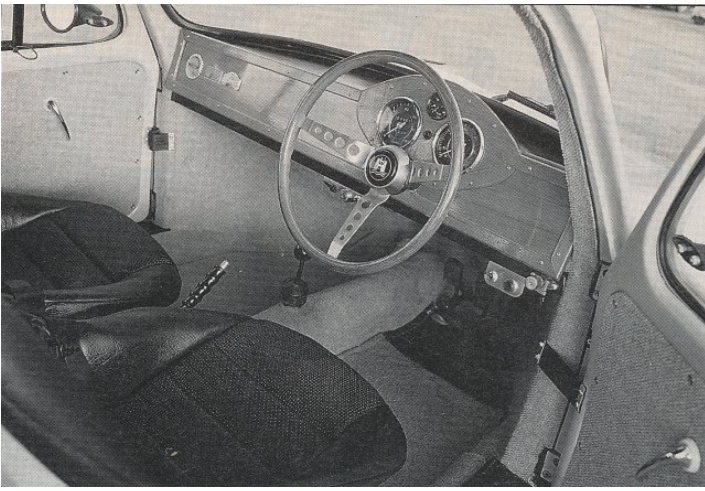
The Volkswagen chassis and running gear were mildly modified to suit the new, lighter body. A Porsche-type anti-roll bar was added, and the torsion bars were reset to lower the suspensions. A tubular sub-frame was attached at the front of the platform to carry the spare wheel, battery, fuel tank and bonnet hinges. Another inclusion was a hefty roll-over bar running inside the roof and down the B-pillars. Modified seat frames lowered the front cushions about 10 cm and the steering column angle was reduced accordingly.



Tailfins were coming into vogue at that time. Proctor devised an interesting solution for his car, whereby the side windows and their surrounding body panels extended beyond the fastback roof which therefore swept down between deep side dams; similar in execution if not efficiency to the vaunted 'aerodynamic' Bristol racing coupes of the early '50s.

Proctor arrived at his roof design by using the opening rear side windows then available as an option for the VW. He also adapted standard VW parts wherever possible, including the headlights, wiring and instruments. But the windscreen and rear window were Goliath and Peugeot respectively. The doors commenced life as Beetle items, but Proctor removed the outer skins and took a 12.5 cm swathe along the inner frame, then welded the upper section to the lower to give a shallower door which was completed with a new 'glass skin'. The method allowed him to utilise the original window frame, window, flipper window, winder and door latch.

Completed in 1957, the Proctor attracted considerable publicity from the Australian media. Even with its obviously tired engine the prototype proved quicker off the mark, faster in top speed, and more economical than a stock Beetle, thanks largely to its being about 125 kg lighter than the parent car and having less frontal area. Though slightly wider than the sedan, the Proctor was fully 12.5 cm lower from floor to roof, which accentuated the longer-lower look. The body was



about 47.5 cm longer than the Beetle and, by virtue of the replacement body and modified suspension, was about 20 cm lower overall.

But for all the interest it aroused, the Proctor coupe wasn't a commercial success. Only three were made. Proctor made a fourth one specifically for hill-climbing. It's wheelbase was reduced by 25 cm by shortening the body and doors. It had a ladder type chassis which accepted Volkswagen front and rear suspensions. Endowed with a healthy Porsche engine, the hill-climb version was a fairly potent performer. If nothing else it whetted Proctor's interest in motor sport. That in turn led him to build a sports-racing car known as the Manx, in deference to its short-tailed body. With many racing successes to its credit, one Manx led to another, then another and some more, bringing the total to five over the years.

Three were powered by V8 engines, and one each by Alfa Romeo and Coventry Climax fours. But the VW-based coupe remained Ted Proctor's only attempt at a street-legal car. It made its mark not because it was one of the best looking or most popular, but because it was one of the first of its kind.

The last survivor.

The car you see here is the second of just four Proctor Coupes built in Sydney by Ted Proctor. The Proctors were probably the first Australian-designed and built Volkswagen-based fibreglass specials and, as far as I know, my car is the last surviving example of this pioneering marque.

It was originally built in June 1958, for Doctor Vince Adcock of Newcastle. The car was used as daily transport for his medical practice and for competition use in hill climbs and sprints on the weekends. The Proctor competed in the first-ever hill climb held at the famous Silverdale Hill climb in western Sydney.

It was fitted with a 1300 Porsche motor and supercharged with a Roots cabin blower from a Spitfire fighter's V-12 Merlin engine. Jack Bono, the famous VW racing guru of the 1950s, modified the transmission with

close-ratio gears. Doctor Adcock sold the Proctor in 1960 and the history gets a bit hazy after that.

I bought the car in 1981, after it had been dragged from a tractor shed on a farm at Dungog, in the Hunter Valley. The car was a total mess, with about 10cm of rat droppings in the interior. Most of the major parts were intact, but the engine was missing. I heard later that the engine ended up in a sand buggy. After stripping the interior and hosing out the rat debris, I found the car to be in remarkably good condition.

The shell was trailered to Sydney, where my brother-in-law, John Rutherford, embarked upon the unenviable task of achieving a total body restoration. I should mention that John is an electrical engineer by profession, but the job he did on this wreck would do a tradesman body-builder proud. The shell was hand-rubbed back to the original gel-coat and all the bog and filler dug out. The chosen paint, applied after the hard work was completed, was Flipper Blue, an early VW colour.

John's wife, Michelle, hand-stitched the interior from a special wool cloth used for yacht interiors. The seats are fibreglass buckets with slip-over vinyl covers, while the dashboard was made from teak panels and fitted with Porsche 356 instruments.

While all this was going on, I tackled the mechanicals. I had a spare Formula Vee motor doing nothing, so I pulled the heads off and fitted 1600 valves and opened the ports to suit. A Porsche 356 oil pump with a mechanical tacho drive was installed, along with a Judson supercharger kit (located at a garage sale) and a modified 36-bhp carby. The engine is very strong, and dynoed at 45 brake horsepower at the rear wheels.

The front suspension was totally overhauled and lowered 40mm. An internal sway bar was fitted, as per Formula Vee, and the Proctor now runs Boge sport shocks front and rear. At the rear, the suspension was decambered to one degree negative and a sway bar fitted. Heavy-duty woven brake shoes all round complement the new wheel and master cylinders.

We fired the Proctor up in January 1991 and it was registered, on vintage plates, with the Newcastle MG Car Club during the following June. I have since competed in the Vintage and Historic race meeting at Eastern Creek and also driven in several classic rallies.

The Proctor is an absolute joy to drive and will happily cruise all day at 100 km/h, whilst returning 8 litres per 100 km. The handling is excellent, although the supercharger is a bit noisy. But then, that's what it's all about!

Barry Noble



VW Polo R WRC.

After confirming plans to enter the WRC in 2013 back in May, Volkswagen has presented a Polo R WRC prototype at the Frankfurt Motor Show.



The Polo R WRC will feature a 325 kW / 350Nm 1.6 litre TSI engine in compliance with the new engine regulations (from 2.0-litres down to 1.6) that have enticed Volkswagen to quit Dakar and enter into the WRC instead.

Volkswagen presented the first drivable prototype of the Polo R WRC that will be used to launch the testing programme this year in preparation for the FIA World Rally Championship. In 2013 Volkswagen will start to contest the top rally racing category, thus setting new aims for the brand after three consecutive victories at the Dakar Rally. The new Polo was unveiled in Frankfurt on Monday evening to an audience of about 2,000 international media representatives and will be showcased on the Volkswagen stand for the duration of the motor show.



“In February we started designing the vehicle concept for the Polo R WRC. Now we’re already in a position to present the first ready-to-run vehicle that will subsequently be used in extensive tests – an important step in our preparations for the WRC entry in 2013,” says Volkswagen Motorsport Director Kris Nissen. “I’m pleased about our team having managed to get this car off the ground in such a short time. And I’m very proud about the opportunity to present it to the public on the occasion of the IAA in Frankfurt.”

The Polo R WRC is based on the Volkswagen Polo that is successfully sold around the world. Its centrepiece is a 1.6-litre TSI engine that uses direct injection and turbocharging and delivers a power output of about 225 kW and maximum

torque of about 350 Newton metres. The new engine regulations that came into effect in 2011 perfectly fit the Volkswagen philosophy of clever downsizing for high efficiency with sporty performance. Power is transmitted to the wheels by a sequential gearbox and four-wheel drive system. In addition, the weight-optimised Polo R WRC features a complex safety cage and an aerodynamically optimised outer shell.

The FIA World Rally Championship is the most diverse technological challenge in worldwide car racing. The concept design of a WRC vehicle has to consider various types of ground: gravel, scree, tarmac, ice, snow and mud of any description. In this season, for example, 13 World Rally Championship rounds on four different continents are on the calendar. Consequently, a World Rally Car has to function in extremely different climatic conditions – from the blazing heat of South America to the icy ride in Scandinavia.

Volkswagen is carefully preparing for the new sporting challenge with an extensive testing programme that includes WRC commitments with vehicles of the Group’s Škoda brand and the evaluation of young talents, among other things.

VW Buggy Up!

A VW buggy is more than just a car; it is an automotive lifestyle feeling. Although you could probably trace their origins back to VW’s army conversions in WW2, they were really born in California in the 1960s and were based on the Beetle, which provided the (shortened) chassis, suspension, engine and gearbox. Buggy pioneers such as American Bruce Meyers created the rest out of fibreglass. Copies sprouted up all over the world, by dozens of makers. EMPI made the Imp buggy; Germans had the ‘Gute Fahrt’ buggy built by Karmann. Australia’s biggest seller was the J&S buggy. In Australia they were beach buggies; to Americans they were dune buggies, and the original Meyers Manx was the most revered of all.

Around a quarter of a million VW buggies, of all designs, were made. Ever-toughening registration and safety laws killed off new conversions in the 1970s, but they have a cult following that continues to today. That is reason enough for Volkswagen to now present a 21st century buggy concept based on the new Up!: the Buggy Up!. This buggy is not made of fibreglass, but instead of strong, high-tech, lightweight construction steels. Yet, the conceptual approach for developing the two-seater, as original as it is, still follows the lead of historic models from California.

The (reinforced) underbody, running gear and drive technology of the Up! were kept, while the roof-less exterior



skin of the body was completely redesigned, and the ride height was lowered by 20 mm. Nonetheless, the design of the Buggy Up! with its headlights, the position of the VW badge – and signature trait of the front bumper that appears to smile – all tie the car to the two-door Up! Yet, everything is different: the bonnet is built much flatter, the bumpers show an independent character, the roof is not just clipped off, rather it takes its idea from small convertible sports cars.

The rear section was also completely redesigned. This is logical, because the Buggy Up! does not have a boot like the normal Up!, nor does it have any C-pillars. However, it is immediately recognisable as an Up! by its rear lights, which are like a reflection of the headlights. The bootlid is constructed of two pieces; the main part of the lid lifts upward like a classic bootlid, but the section above the bumper folds down, like the tailgate on a pick-up. And this makes it extremely easy to stow even heavy and bulky items. On top of the lid, there are also tie-down straps for a set of luggage.

The designers made this Up! a purebred buggy in its side profile. Of course, it has no doors, but in their place it has extensive body reinforcements and a sturdy roll bar behind the two seats. Especially cool are the open side sills. This makes the experience of open-air driving even more exciting than in a conventional convertible.



At 3,584 mm, the Buggy Up! is somewhat longer than the production Up! with a hard top (+44 mm), and its width of 1,672 mm is somewhat wider (+31 mm). As might be expected, the height of the Buggy Up! comes in significantly lower at 1,288 mm (-190 mm). The minimalist overhangs, front and rear, show sharp styling. Filling the wheel housings are 18-inch alloy wheels – enormous for a vehicle of this size – which have 205/40 tyres.

The area above the bumper and the open side sills are in 'hot orange', which was specially created for this vehicle; those who think back to the buggies of the 1960s when they hear this colour name are right on track. The bumpers and side sills are designed in a matt and rugged metallic grey colour. The same colour schemes dominate in the interior.

As is proper for a beach vehicle, the new interior styling is completely waterproof. Drains in the vehicle floor and the open side sills prevent flooding. Even the neoprene coated shell seats have water drains, so that no water accumulates in the vehicle after a swim in the ocean. If it should rain for a longer period of time, it is possible to stretch a sail between the window frames and the roll bar.

The controls for the infotainment system also sport a waterproof design. Among its features, the system has an



iPod/iPhone dock. The entire module can be removed – including the integrated active loudspeakers – so that it can be used as a sound system for parties on the beach.

Compared to the two-door Up! the Buggy Up! has a lower seat position – in keeping with the lower vehicle height. The specially designed seats were lowered by 58 mm compared to the production model. To ensure that everything makes ergonomic sense for the driver, engineers reduced the basic angle of the height-adjustable steering wheel by 4 degrees to an angle of 21 degrees. The result is a go-kart feeling. A sturdy handle is installed on the dash panel for the front passenger – just as it once was in the Beetle – because one never knows what lies over the next dune.

The Buggy Up! Concept vehicle would be powered by the same 1-litre in-line 3-cylinder engine as the rest of the Up! range, with 45 kW or 56 kW versions. There is no reason why more powerful engines could not be offered later, such as the 74 kW three proposed for the GT Up!, over even a 1.2 four from the Polo.

In essence, the Buggy Up! is pure emotion, but it is easy to drive and very safe. A car that would not just be good to drive in California or Cronulla.

Other Up! variations.

The world premiere of the new VW Up! at the Frankfurt International Motor Show does not just involve the debut of one model. Rather, the world premiere of the two-door Up! signifies the beginning of an entire series of cars: VW's New Small Family. At the IAA, Volkswagen demonstrated – with no less than 6 exciting concept cars – how this family could be further developed based on the new Up!

Specially designed for the world's beaches are the Buggy Up! and the Up! Azzurra sailing team. Then there is the Cross up!, which was conceptualised for urban driving. The GT Up! is a concept car tuned for the German Autobahn. Another concept car is the Eco Up! that is powered by natural gas and extremely clean to drive: The E-Up! is a zero-emissions specialist with an electric drive

As the name suggests, the Volkswagen e-Up! is a fully electric version of the recently revealed Volkswagen Up!. Details of the electric powertrain haven't been released but the super-compact electric Up! is set for production. Dr Ulrich Hackenberg, member of the board of management for Volkswagen, recently announced, "It has been decided: a production version of the e-Up! will launch on the market in 2013. We'll provide full details closer to its launch.



Next up is the Volkswagen eco-Up!. It features a more eco-friendly powertrain as opposed to the petrol version, using a natural gas-powered engine. The eco-Up! also combines the gas power technology (EcoFuel) with Volkswagen's BlueMotion technology, which ties in start/stop and a regenerative braking system. Overall emissions output is rated at just 79g of CO₂/km. Volkswagen, interestingly, says the EcoFuel technology is more economical in the long run compared with a hybrid setup. Volkswagen said in a recent release,



“When used in the smallest vehicle class, natural gas drives, besides posting record low emissions, are significantly more economical than hybrid systems, which are too expensive for the small car segment.”

Stepping up a notch, in terms of concept wow-factor, is the Volkswagen Up! azzurra sailing team. It features a complete open-air cabin with no B-pillar or roof. The two



doors are also reduced down to just a single beam frame compared with a normal Up!. The open-top was designed by Italian designers Giorgetto Giugiaro and Walter de Silva with a distinct sailing boat character.

Next up is the Volkswagen Cross Up!. This is Volkswagen's idea of a four-door Up! which is said to be in the pipeline for future production. Apart from the addition of two doors, the Volkswagen Cross Up! features a beefier body with sill extensions and pumped wheel arches.



Lastly, the Volkswagen GT Up!. This is what Volkswagen envisions as a sports GTI version of the Up!. Volkswagen sees an engine producing up to 74 kW of power, which would propel the 900kg hatch from 0-100km/h quicker than any other Up! variant. This is almost the same power and weight as the original Mk1 Golf GTI. Volkswagen is yet to announce if such a model is being planned for the future.



VW Nils.

First revealed at the recent Frankfurt Motor Show, the Nils is a single-seat electric concept vehicle that offers a glimpse of a new form of minimalist mobility. The concept car features an aluminium space frame, wing doors and freestanding wheels and has the performance of a sporty car, yet travels silently, and with zero emissions.

The Nils project is supported by the German Federal Ministry of Transport, Building and Urban Development,

and is designed to be both technically realistic and economically supportable.

“Nils anticipates the future. The goal of the Nils project is to research a technically concrete and economically feasible vehicle concept for micromobility which restructures individual transportation to make it more efficient and environmentally compatible based on electric drive technology,” said Dr Ulrich Hackenberg, Head of Development at Volkswagen Brand.



With a range of 65 kilometres and a top speed of 130 km/h Nils would be the ideal vehicle for the majority of commuters in Germany. According to the German Bureau of Statistics, 73.9 per cent of all commuters residing in Berlin and Munich cover less than 25 kilometres on their way to work (many Sydney drivers would be in that category too).

Nils uses emissions-reducing electric drive technology to fulfil the specific requirements of commuters. In Germany, for example, about 60 per cent of all commuters travel by car, according to the Federal Bureau of Statistics; of these over 90 per cent travel alone. Zero-emissions vehicles like Nils will offer these frequent drivers a new eco-friendly mobility solution.

Nils is a very compact car that requires extremely little space in traffic. It is only 3.04 metres long – making it about 50 cm shorter than the new Volkswagen Up – just 0.39 metres wide from wheel to wheel, and a mere 1.2 metres tall.

Nils has a basic lay out, with the driver in the middle, the engine in back, and freestanding outboard wheels. The 17-inch alloy wheels are equipped with 115/80 (front) and 125/80 (rear) tyres optimised for low rolling resistance.

Because Nils is so compact and lightweight (460 kg), it is a lot of fun to drive. It has a top speed of 130 km/h, and can accelerate to 100 km/h in less than 11 seconds. This is achieved using an electric motor with a reasonably small 15 kW nominal power and short-term peak power of 25 kW. A lithium-ion battery supplies the electric motor with energy. The battery capacity (5.3 kWh) enables driving ranges of up to 65 km, depending on the style of driving. A battery of this size is relatively inexpensive, and can be charged either via a conventional 230-volt electrical outlet (maximum charging time two hours) or at an electric vehicle charging station. The socket is located at the back underneath the rear lighting module.

The centrepiece of the electric drive system is the lightweight 19 kg electric motor together with its transmission and battery. Energy management is via a high-voltage pulse inverter, which – together with the 12-Volt DC/DC converter

for the vehicle electrical system and the charger – forms an integral drive unit. All drive unit components are located compactly in an aluminium housing at the rear of Nils; drive is to the rear wheels.

The motor, battery and all other components are so compact that there is still space for a small but practical boot space. The body-coloured area above the rear lighting module swings upward, revealing space suitable for items such as a case of drinks and a bag.

The steering is purely mechanical (the low weight means power assistance is unnecessary), while the electric motor produces its maximum torque of 130 Nm from standstill, via a one-speed transmission. Suspension is by double wishbones front and rear; while ESP (Electronic Stabilisation Programme) helps to tame any over-exuberance on the part of the driver.

Nils is fitted with an automatic distance control system. This uses radar sensors to scan the space in front of the vehicle over a distance of about 200 metres and uses brake interventions to ensure that the distance to vehicles in traffic in front of the car does not drop below a specified minimum value. The system can even automatically brake the car to a stop, depending on the situation. Not only are the four disc brakes used to brake; electric traction by electric motor and battery regeneration can be used to brake as well. Last but not least, Front Assist is integrated in the automatic distance control system. This continually active system warns the driver of a potential collision; at speeds below 30 km/h, automatic braking can avoid a collision under some circumstances.



The instrument cluster is a seven-inch TFT display. The vehicle's speed is shown digitally in the middle, while energy flow is represented by bars. Another graphic display offers information on the driving range. The second central instrument is a mobile multifunctional device like the one used in the new Up: the Portable Infotainment Device (PID). It is snapped into the A-pillar to the right of the instrument cluster. Via touch-screen, the driver controls functions related to navigation, radio, media, telephone, trip computer and – to pre-configure the driving range – 'Eco'. The PID computes the expected driving range, then it not only displays the route on the map display, but also the radius and thereby the destinations that can be reached using the current battery charge.

To save on weight and costs, certain functional elements and controls do without electrical assistance. The side mirrors, for example, are adjusted manually. The heating and ventilation system has full electronic control, and there is seat heating. Located to the right of the steering column is the motor start-stop switch; this round switch is also used to select D, N or R.

The aluminium space frame body was designed to be a highly effective safety cell. The body in white is produced from extruded aluminium, cast aluminium and sheet aluminium. The roof frame together with the door mounts, a roll bar, the boot space and the front bulkhead consist of high-strength sheet aluminium. Extruded aluminium is used in the side sills, the transverse profiles and the front and rear car sections. The front and rear side body are aluminium. The door windows are made of lightweight, scratch-resistant, layered polycarbonate, while the front window is made of laminated safety glass.

Beetle R concept.

At Volkswagen, the letter 'R' is added to identify top-notch performance. Currently this is shown with turbo pressure by the Golf R (199 kW) and Scirocco R (195 kW).

In a world debut at the 2011 Frankfurt Motor Show (IAA), Volkswagen is now showing a third variation of this sporty theme: the Beetle R Concept, which is more of a show car rather than a true concept car. It is based on the newly released Beetle.

Like the Golf R and Scirocco R, the R version of the Beetle was also made at Volkswagen subsidiary Volkswagen R

GmbH located near to Wolfsburg. The Beetle R Concept is still a design study. Those who are familiar with the Beetle 2.0 TSI (147 kW) know the dynamic potential of this new car. As an 'R', the Beetle could demonstrate a performance potential similar to that of the Golf R and Scirocco R.

Visually, the Volkswagen Beetle R Concept, painted in Serious Grey, offers a glimpse of what a production version might look like. The Beetle R Concept has customised front and rear sections, and is equipped with 20-inch 'Talladega' alloy wheels – the same design used on the Golf R and Scirocco R. However, 'only' 18- and 19-inch wheels are mounted on those cars.

Easy to spot on the Beetle's wheels, which feature 5 triple spokes, are the blue brake callipers in R design.

Designers completely redesigned the front and rear bumpers that were widened by 30 mm. In front, the bumper module practically consists of 3 air intakes, which are styled in contrasting "Black High Gloss". The middle air intake supplies the engine with oxygen, while the outer two contribute to cooling the brakes. The front spoiler, also painted in "Black High Gloss", is designed as a flat splitter (with a chrome strip); splitters of this kind are typically used in motorsport. To maintain temperature regulation of the engine within an optimal range, even under extreme conditions, ventilation slots are found on the right and left sides of the engine bonnet.

The rear bumper also has air slots – air exhaust vents – that are integrated in the aerodynamic concept of the Beetle R Concept. There is also a diffuser that is integrated in the lower bumper area. Together with the rear spoiler – which is significantly larger than the production models with up to 149 kW in power – and its black trailing edge, ideal downforce





values are attained at the rear axle. A visual and acoustic highlight is the exhaust system with its 2 sets of dual chrome tailpipes.

On each side, the bumpers transition into the free-standing wings; they were also widened: 15 mm per side. The side sills are styled in "Black High Gloss"; a high-end chrome trim strip is incorporated here. Also painted in "Black High Gloss" are the roof, the upper part of the bootlid connecting to it, the door mirror housings and door handles.

As is usual on R models, the interior also makes a customised and sporty impression. In the front, the driver and passenger sit in motorsport shell seats with what are referred to as Ergopads made of gray nubuck leather. The seats are upholstered in black Nappa leather. Embossed on the seats is the R logo. The seat seams and piping are in the colour "Space Blue".

The contrast colour "Black High Gloss" that was already used on the exterior is used in the interior as well, such as for dashboard accents and decorative elements around the gear shift grip. Interior designers also styled the instruments to be R-specific. The central instrument cluster (tachometer in the middle, in the style of a sports car) and the auxiliary instruments laid out above the centre console are both modified here. The door sill plates are upgraded with the R logo. Meanwhile, brushed aluminium is used for all pedal caps. Matching the seats with their blue piping are the fabric floor mats with their blue-black double borders.

To see how far VW 'R' performance has progressed, look at the old 'New Beetle RSi' from 2003. That car had a 3.2-litre VR6 from the Golf, making 165 kW and 317 Nm torque. It was AWD and went 0-100 km/h in 6.9 sec, topping

out at 225 km/h. Only a few hundred were made, in LHD only.

By comparison the current Golf R (AWD) has a turbo 2.0-litre four and makes 199 kW and 350 Nm (Euro spec). It does 0-100 in 5.5 (DSG) or 5.7 (manual), and is limited to 250 km/h. There is no reason why the proposed Beetle R would not be similar, although will probably have Scirocco R spec and FWD only in production.

It's a Beetle. But it's not.
Be the first to know. Sign up to receive the latest updates on the all-new 2012 Beetle and the entire lineup of Volkswagen vehicles.

The all-new 2012 Beetle. Coming soon.

1984 VW Caravelle GL.

People Mover magazine, 1984

Maybe it's not quite as quick as a Porsche, but it's almost as sophisticated now with a fuel injected 'Wasserboxer' engine and five speed gearbox. Pity about the price!



In the Australian market today, there's only one non-Japanese 'People Mover' available. From Volkswagen, it's the superb Caravelle. And being German, it couldn't possibly be more different from the Japanese rest.

It retains VW's traditional rear mounting for the engine - that's different for a start! It is also longer and wider than all of the Japanese models, as well as having a longer wheelbase than all but the car-like Nissan Prairie and Mitsubishi Nimbus. It has the widest track, front and rear, but in overall height it is actually lower than all but the Holden Shuttle, Toyota Tarago and the aforementioned Prairie and Nimbus. Those things apart, it is a highly sophisticated piece of equipment all round.

The new 'Wasserboxer' (water boxer) water-cooled engine - still a horizontally opposed four cylinder of course - features Digi-Jet fuel injection, which is based on the Bosch L-Jetronic system.

The fact that the Caravelle is a pretty expensive item has obviously not helped it in competition with the multitude of Japanese People Movers, but the importers, LNC Industries, say they are "comfortable" about the way sales are starting to pick up.

There are two models from which to choose. The CL is fairly basic at \$20,850 with five-speed manual transmission. Automatic transmission adds \$1,060 to that price. Much more



luxurious is the GL at \$22,350 (\$23,450 for the auto). Somehow though, the fact that our test vehicle was the cheaper of the two never seemed to matter. Yes! It's that good.

As Volkswagen was one of the first manufacturers to enter the People Mover business when they introduced their first Microbus version of the Kombi as far back as 1950 in Germany (and first imported to Australia in 1954), it's hardly unexpected that they should do such a fine job with their latest creation. The Caravelle is still based on the commercial body, but has been altered in many ways to give it the sort of quality, both in ride and interior noise levels, that private buyers would want in a passenger vehicle. A major contribution to interior quietness is the mounting of the engine under the cargo floor behind the rear axle. Going to water-cooling instead of the old air-cooled layout has helped ever more.



The new 1.9 litre engine is actually based on a redesigned Type 1 VW block, rather than the just-superseded 2.0-litre Type 4 engine. The Wasserboxer makes 63 kW at just 4800 rpm in its Australian guise, 12 kW more than the old 2-litre air-cooler, and 143 Nm torque at 2600 rpm, 16 Nm more than the old engine. This makes it the most efficient and most powerful of all the boxer engines used in the vehicle in various world markets; the basic Euro-spec 1.9-litre uses a Pierburg two-stage carburettor and only makes 57 kW. This was thought to be too underpowered for Australia, so our models have the special injected engine from the Euro Caravelle Carat.

In fact power is up more than 20 per cent, yet with well over 10 per cent improvement in fuel economy thanks to water-cooling, and the fuel injection. This has a digital engine management system, which looks after fuel delivery on the basis of many functions in the unit's operation. One of the features which contributes to the improved economy is a fuel shut off which comes into play when the driver takes his foot off the accelerator.

As always, the drive goes forward to the gearbox, mounted ahead of the rear axle line and integrated with the differential. It is now five forward speeds. It is operated by a floor-mounted shift lever, with long linkages back to the rear as before. First gear in the new shift pattern is to the left and then back. That leaves a normal 'H' pattern for the remaining four gears, which are used more often. Reverse is to the left and forward with a push-down action needed to engage the

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gear. With a 4.86:1 final drive, first gear at 4.11 is very low, needed only for moving off from rest. The change to second (a wide gap to 2.33) feels a little clumsy at first, but from then on, third, fourth and the 0.77 overdrive fifth are easy to engage. One gets the impression that first will permit even the steepest inclines to be climbed, while fifth really requires a change to fourth on only moderate slopes if the slightest amount of acceleration is required.

The old T2 Volkswagen Kombis were quite reasonable with regard to front end impact protection, having a full-width deformation element behind the front bumper, and ‘Y-frame’ chassis elements that were later copied by the Toyota Tarago. In the latest Transporter body, the strong front body shell and full-length deformation element is improved further. It has perimeter beams as well, thus assisting in the matter of side impact protection. In recent European crash tests, the Volkswagen was the only 1-tonne forward-control van to have the same frontal crash protection as a car.

Volkswagen’s suspension system is far superior to the cheap solid axle/leaf spring designs used on Japanese vans. The Caravelle’s suspension is fully independent all round, the front being by double wishbones. At the rear there are Porsche-style double-joint semi-trailing arms, the same as every post-’68 Kombi, although the axle geometry has been

improved. The old torsion bars have been retired, and all four corners now have coil springs.

In this case we feature the ‘base’ model Caravelle, the CL. Unlike the GL it comes with a single external colour, and no striping. Inside it lacks the upper model’s pile carpeting too, this being replaced by simple, but durable black rubber matting. While the GL has a seven seat capacity, the CL has eight seating positions. There’s a three wide bench at the rear ahead of the engine hump, with another three-seat bench ahead of that. Up front there’s accommodation for only two because of another feature of the Caravelle that puts it well ahead of the Japanese competitors. That’s the famous “walk thru” capability. Thanks to the flat floor, without an engine or transmission bulge up front, the front seat passenger can easily move into the rear of the vehicle. Even the centrally mounted gearshift is well away from this between seats passage way.

Although in other markets the base model Caravelle comes with vinyl seat trim, in Australia the CL, at a slightly higher level, has cloth covering, using a durable woolmox material. Where the CL misses out by comparison with the GL is the flexibility of rear seatback positioning. The front bench, nearest the large sliding door, is the only one with seatback adjustment, and then only to allow it to tilt forward for access to the rearmost bench. The rear seat has no adjustment, save for the facility to fold the backrest forward to enlarge the luggage load area.

The Caravelle’s steering wheel is typically German. It’s large, but not as horizontal as in some Japanese vehicles. Because the rim diameter is generous, the driver never notices the lack of power assisted steering even at the lowest parking speeds. The turning circle of 10.7 metres isn’t bad for a vehicle of this size either, and is two metres tighter than the old torsion-bar Kombis. Steering is now of the rack and pinion type, providing plenty of road feel.



As usual with many vehicles imported from Europe, there’s a left hand stalk for indicators and a right hand stalk for windscreen wipers. For those of us who are used to the standardised Japanese layout, there’s the usual few kilometres of expecting other road users to appreciate you are turning because the windscreen wipers are operating! But experienced Volkswagen drivers will be right at home. Heater controls are grouped centrally on the facia, but again, they’re identified by European hieroglyphics rather than the familiar pictures used by the Japanese. Again, it only takes a read of the owners’ manual and a few km, and they become familiar.

Seated behind the wheel the Caravelle feels a bigger vehicle than its Japanese opposition. Its size poses no real

problems however. The large panoramic windscreen gives an excellent view, while exterior rear vision mirrors are fitted either side, supplementing the normal interior mirror. The driving position is upright of course, and the pedals are a little high off the floor. Initially the driver is very conscious of the fact that the right foot has to be lifted fairly high to get to the brake.



The gearshift feels a little vague at first, especially when changing from first gear up to second. Indeed, first gear demands a certain amount of effort to engage, and that can be tiring in stop start traffic conditions. Second can be used to start when there's only the slightest of inclines downwards.

Instrumentation can be described as adequate. A hooded binnacle contains two identically sized dials. To the left is the speedometer with odometer and trip recorder. To the right there's an analogue clock with temperature and fuel gauges segmented into it top and bottom. A vertical bank of warning lights occupies the space between the two dials.



The two front seats are adjustable for reach and for backrest angle. They are mounted fairly high, but that's a plus as far as visibility is concerned. It also means that the driver and front seat passenger's legs are bent naturally rather than being stretched out ahead of them. One major criticism here up front is the awkwardness of climbing into the front seats. No grab handles are provided, so the windscreen pillar has to be grabbed to haul oneself up to the lofty perch. With the walk thru passageway between the front seats however, more often than not, we entered by the passenger sliding door!

While the wide, and high rear tailgate gives access to a rather high loading lip, the actual luggage capacity at the rear, even with all eight seats in use, is huge. Certainly it's enough to carry eight people's bits and pieces on a weekend away. Once the rear seat back is folded the luggage area is virtually doubled. This provides more than enough storage for five on the longest of trips.

Thanks to the fuel injection, a Volkswagen development of Bosch L-Jetronic, engine response is very smooth, the boxer engine picking up revs quite quickly, especially in third and fourth gears. It is also an aid to economy, having a fuel shut off system when the throttle is closed. With this monitored fuel system economy at cruising speeds is quite good, despite the brick like aerodynamics. The vehicle will wind out to over 130 km/h, but in fifth gear it doesn't take much of an incline to see that speed decay. It can be regained easily by slipping down to fourth which, at 1.02:1, is not quite direct.

A problem often encountered with other vehicles in the van/wagon sector is their instability in cross winds. Much of this can be blamed on tyres that are just a little too high in profile, thus allowing that untoward movement which requires constant direction. With the Caravelle there's still some sidewind trouble, but thanks to rack and pinion steering, plus wide track and the fitting of 5.5 inch wide, fourteen inch diameter tyres, it causes few headaches.



Using fourth gear, winding pieces of road can be taken with confidence as the steering response makes the front end tuck in quite well. If it feels that it wants to plough a little, a minute reduction in throttle foot pressure soon has it tucking back in.

Under brakes there's a surefooted feel that is often absent on other vans. Volkswagen appears to have got its rear brake proportioning sorted out better than the Japanese, and only under the fiercest of braking is there any feeling that the back end wants to swap ends with the front. Under constant use the disc front, drum rear set-up shows no sign of stress, despite the not inconsiderable weight of 1520 kg it is called upon to stop.

In view of the fairly spartan interior of the CL, it's probably reasonable to sum it up as being more of an eight seater bus than a true one-box luxury wagon. And when a person is seriously contemplating laying down \$20,850 for one, very real consideration must surely be given to spending an extra \$1500 for the GL. The extra money secures plusher seating for a start, each passenger having individual airliner-style cushions and backrests, complete with headrests and folding armrests. Interior side trim is upgraded to cloth also.



In Australia the GL comes as a seven seater, minus the seat just inside the side door. But it also has a rear seat that can be slid forward, and then folded flat so that the squab and backrest are turned into a fairly large bed. With the front passenger seat backrests folded forward they make excellent pillows!

Other extras that are included in the GL are a heated rear screen and a wiper washer system. Options include a sunroof, a main doorstep that automatically slides into place, plus a number of other items.

The Volkswagen Caravelle is the best-engineered passenger van on the market, and it continues VW's long tradition of quality Microbuses. However unlike the early 1970s when VW dominated the Australian 1-tonne market, the new Caravelle will not be a huge seller here.

Not when you can buy a Holden Shuttle for \$14,551; a Mitsubishi L300 Starwagon for \$14,734; a Nissan Urvan for \$14,920; a Ford Spectron for \$15,714; or a Tarago for \$17,881. LNC Industries (there is no 'Volkswagen Australia' any more) says the poor Australian dollar exchange rate with the Deutschmark is the reason, and the price cannot come down without losing their profit margins. But then Subarus are LNC's business nowadays.

Volkswagen Caravelle CL

1.9-litre flat four (Wasserboxer),

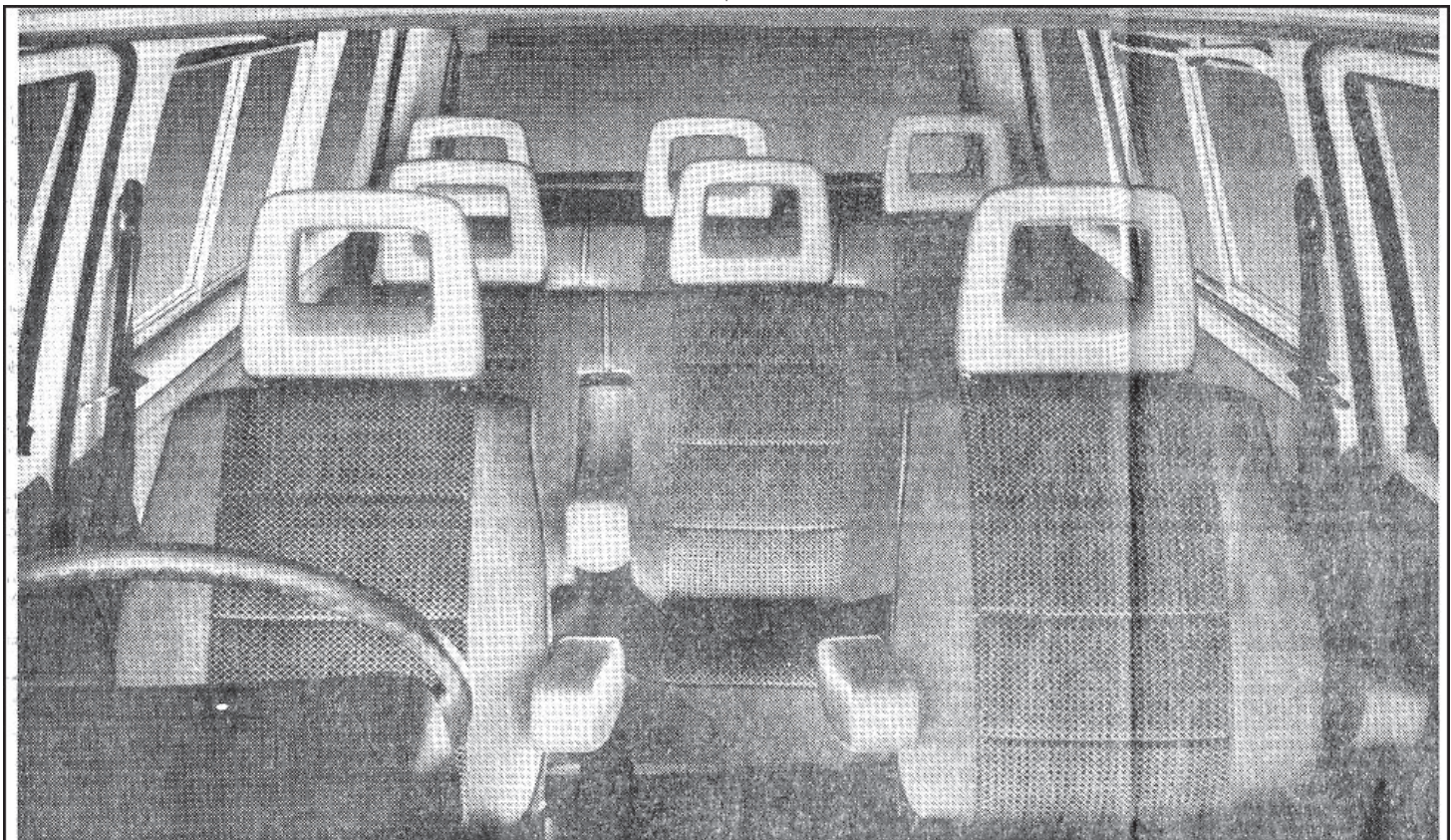
Five-speed manual, 4.86 final drive

63 kW @ 4800rpm, 143 Nm @ 2600 rpm

0-60 km/h 6.1 sec, 0-100 km 21.4 sec, 130 km/h top speed

Fuel consumption 13.4 L/100 km

Price: \$20,850



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VW engine fires.

A trite phrase sprang up in southern California in the late 1960's following the introduction of the fuel injected flat fours. "There's only two kinds of Volkswagens: Those that have had an engine fire and those that are about to." But the odd thing was, Veedubs have always had engine fires, and in the case of the Bugs and Buses, the cause was almost always the same.

In over 90% of early VW engine fires (*) the steel fuel line breaks where it passes through the breast tin on the left side of the engine compartment. The broken line dumps fuel directly onto the neck of the #3 exhaust outlet. The rest is history. Once the fuel line breaks, gravity keeps the fuel flowing to the fire. When the magnesium tranny housing heats to the point of ignition, even water can't put it out.



Why does the fuel line break? Because of the failure of the rubber grommet where the steel fuel line passes through the forward breast tin. Located only inches away from the #3 exhaust stack, which runs red hot, the grommet soon hardens. Vibration does the rest, first crumbling the grommet then providing the motion that allows the breast tin to cut through the steel tubing like a hacksaw. A dull and toothless hacksaw, but one that cuts a lot faster than you would think. This scenario of component failure and wear is generally known as The Engine Fire Syndrome.

The fix? Make a bulkhead fitting.



You can make a bulkhead fitting that's good enough for the job using lamp repair parts, purchased at a hardware store. The light socket is attached to the lamp by a piece of threaded 3/8" steel or brass tubing. The threaded tubing is widely available, often sold bubble-packed in an assortment of lengths. You need a piece about an inch long. Matching nuts



are sold the same way, they are usually hanging side-by-side among the other lamp repair parts. You will also need a pair of flat washers with a 3/8" centre hole. Be sure the washers are large enough to cover the hole in the breast tin. Mudguard washers work best but you'll have to drill them out to pass the threaded tubing.

Assemble the parts so as to sandwich the breast tin between the two washers. To make sure it doesn't come apart, bed the washers and nuts in high-temperature RTV compound. It's messy but I've found this is the only assembly method that stands up over the years.

In proper terms, what you end up with isn't a bulkhead fitting but a pass-through. And what you pass through it is a piece of 5mm steel fuel line (that is, regular VW fuel pipe) about three inches long. Bed this in RTV as you insert it into the threaded sleeve with a twisting motion (but don't get any in the fuel line). NOW you have a bulkhead fitting. Use regular push-on fuel line (but with clamps, please) to connect to the bulkhead fitting and you're all done.

The Engine Fire Syndrome was first identified about 1958. Despite frequent fires, VW showed no interest in fixing the problem, insisting the lame rubber grommet they used was good enough so long as someone inspected/replaced it every 3,000 miles or so (!), which they did, back when there was a VW dealer in every town and service was cheap.

Making a bulkhead fitting from commonly available parts will prevent a lot of engine fires but the fuel system on early Volkswagens remains a compromise between safety and cost. Having invested considerable time and money keeping our Bugs and Buses alive, it seems silly to put that investment at risk by using push-on fuel lines. Threaded aircraft-type fittings are a better solution; the carb and fuel pump can be modified to accept such fittings. Using a true bulkhead fitting through the forward breast tin, and braided stainless steel flex lines between there and the carb, will give you the safest possible installation.

If you're serious about safety and long-term durability, you may wish to carry the fuel line modifications all the way through to the gas tank, even to replacing the fuel pipe in the center hump with stainless steel tubing. This is best accomplished during a body-off resto. Once things are back together you'll know your fuel system will never fail.

A neat trick that gets around the difficulties of replacing tubing in the centre hump is to run a new 3/8" diameter stainless steel fuel line externally. It is protected by a

piece of 3/4" angle iron welded to the belly pan in the form of a 'V'. A bit of artful grinding and some careful bending allows the angle iron stock to follow the contours of the belly pan stampings. Tacked and then welded full-length, the modification is strong, attractive and durable.



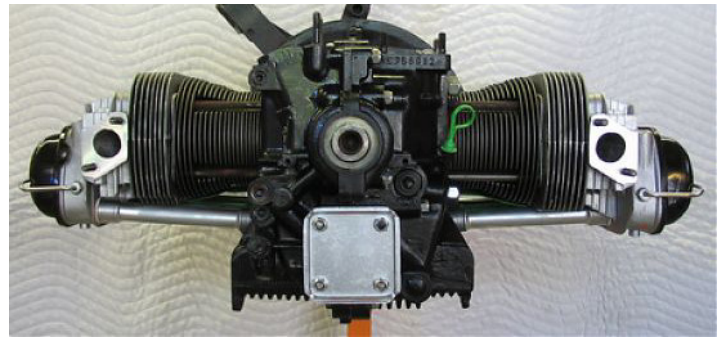
I've been working on VWs since 1956 and have seen, personally or in photos, the results of several fires as described above. The cause of the fire was often overlooked because the steel fuel line appears to be intact. But on cleaning away the fire's residue you'll discover the tube is cut half through, which for a fuel pipe is as far as you need go to make the juice flow.

(*) That was then. Nowadays VW owners have come up with an even easier method of setting their cars on fire. How? By simply adding an after-market fuel-filter to the rubber hose between the fuel pump and the carb. Over time, the vibration due to the added mass of the fuel-filter causes the brass ferules in the fuel pump and carb to loosen. Once they come loose, the engine is bathed in gasoline and another bug or bus becomes history. Fortunately, it's easy to fix – you use aircraft-style tie wire to stop the ferules coming out.

Paint your engine.

Recent comments make it clear a lot of folks are not aware of the benefits of painting their engine. The basic reason for doing so is preservation. When fitted with a full-flow oil filtration system the VW flat fours can deliver 150,000 miles or more of service before the lower end requires overhaul. Indeed, when fitted with hydraulic cam followers and other modern innovations such as electronic ignition, it's not uncommon for a properly assembled engine to deliver 100,000 miles of service without requiring any form of repair.

A light coat of flat black paint on the magnesium-alloy crankcase not only protects it from corrosion; it enhances the heat-flow characteristics of the surface. The cast iron cylinders benefit even more, although they are more difficult to paint. The trick is to get the paint right down into the bottom of the fins. To do so calls for the use of a suitable brush, made by cutting off half the bristles from a small (1/2") paint brush; not an artists brush, the regular sort does fine.



You must use a brush instead of spray because by the time you've sprayed enough paint to reach the bottom, you've flooded the upper part of the fins and made an unholy mess. So start with the brush, take your time and give your new jugs at least a day to dry before handling them.

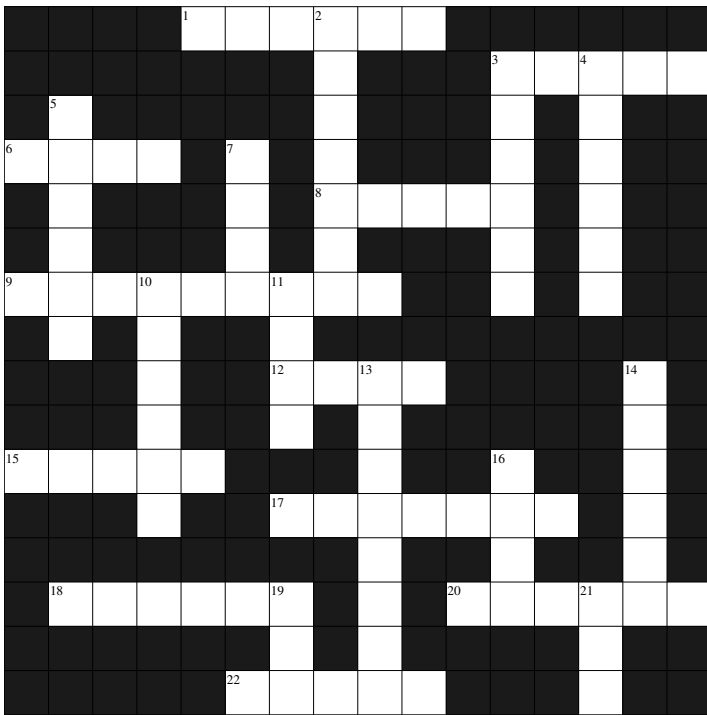
The barrels on high time engines, especially those operated in cold climates where corrosive substances are used for snow removal, are often found to have virtually no fins at all when the engine is torn down for rebuild. Ions of the corrosive material, common rock salt in most cases, attach readily to unprotected cast iron, and once attached are impossible to remove without boiling with a 'getter.' This means that once the corrosive ion finds a home on your cast iron cylinders, the corrosive action will continue year round, thanks to water vapour in the air.

Rusty or corroded metal makes a fine heat insulator, as every welder knows. A few grams of paint judiciously applied prior to assembling your engine is not only the mark of an experienced mechanic, it is one of those performance-enhancing tricks so simple it is often overlooked. But in the long term it means greater service life and lower operating costs.



Before you succumb to the conventional wisdom that painting is an unnecessary luxury, drop by any regional airport and examine the engines that inspired the original Volkswagen engineers. Aircraft piston engines are painted as a matter of course, although such niceties were ignored with the VW in the interest of economy. The original idea was to replace rather than overhaul the engine, and to replace it fairly often - typically, at something less than 100,000 km (62,000 miles). Alas, this option is no longer practical in today's economic climate.

Bob Hoover



Club Veedub Crossword.

Across:

1. VW engine fires are almost always caused by leaking ...?
3. Yes his famous Picnic Day is on again in 2011, down at Dolls Point park
6. A wierd looking single-seater VW concept car from the Frankfurt motor show
8. The Amarak's coming auto gearbox will have this many speeds
9. The luxury version of the VW Microbus was given this new name for the T3 in the early 1980s
12. This is the biggest-selling model in the current Volkswagen range
15. The annual VW Summer Cruise is organised by ...?
17. One of the first Australian-designed VW-based sports car conversions
18. Volkswagen AG's current CEO is a German named ...? Winterkorn
20. The VW-badged Chrysler Minivan, one of the worst-selling VWs ever in the USA
22. The Meyers Manx lookalike concept car recently shown at Frankfurt was the ...? Up

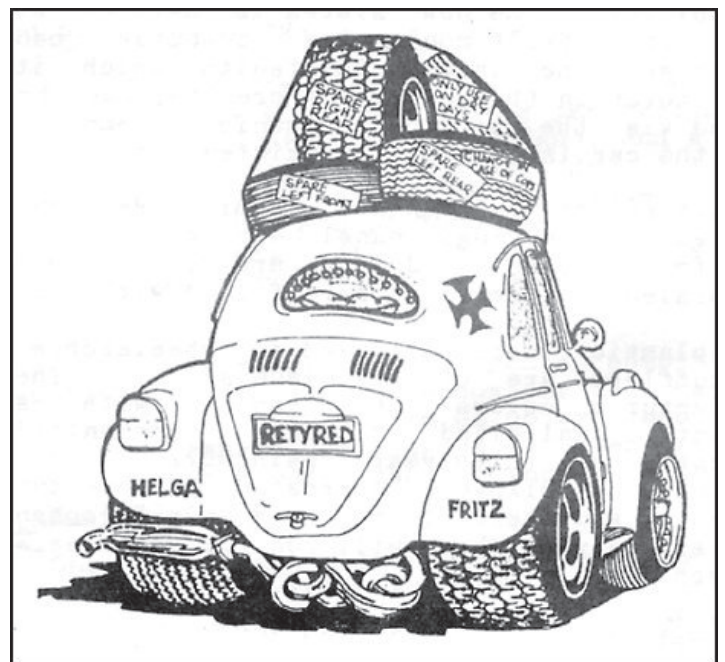
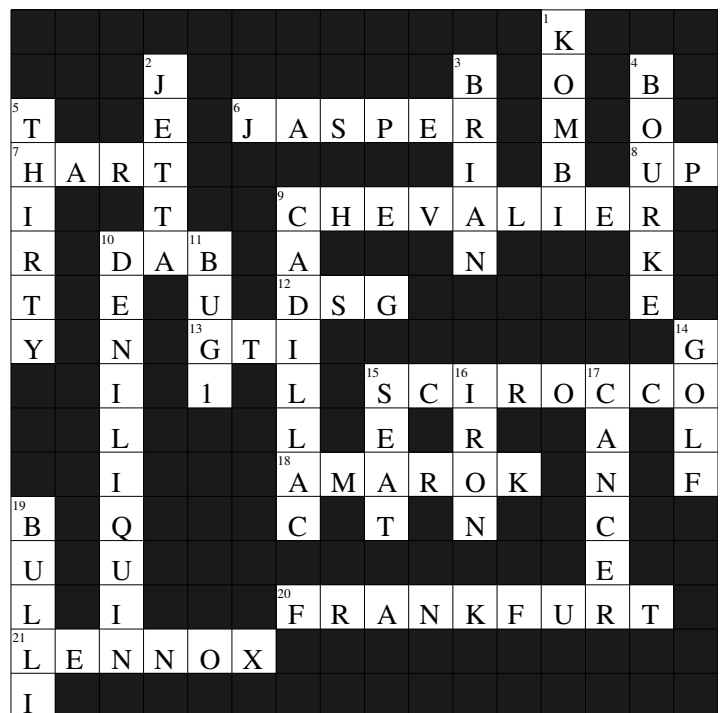
Down:

2. The Canberra Xmas Lights Cruise starts from this Canberra suburb
3. An R version of this new VW model could soon join the Golf and Scirocco R models
4. What the Americans used to call the VW Golf
5. This VW SUV is the second-most popular Volkswagen model today, and has just been facelifted
7. Australia will see the new Up when it it released with this many doors
10. The big Volkswagen double-cab 4WD ute that passed the

off-road test

11. The popular building blocks that you can now use to build a VW T1 Bus
13. They also make air-cooled flat-four engines, but only for light aeroplanes
14. A Nissan that is not as good as the VW Amarok
16. This VW model has just been released in 'R-Line' trim, although not 'performance' R.
19. A German make of car that Volkswagen bought in 1969 - they once made wankel engines
21. The number of Volkswagens in the recent convoy from Uncle Leo's to Bowral

Last month's crossword.



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Gold Coast Veedub	Qld (07) 5537 6200	Volkscare	Vic (03) 9729 9281
Harding Performance	Qld (07) 3392 2980	Volkspower	Vic (03) 9808 6777
H & M Ferman	(02) 9533 2722	Vollkommen Art	Vic (03) 9543 7804
Hills Vinyl Leather & Plastic	0421 660 191	vollks.com.au	vollks.com.au
Indian Automotive	(02) 4731 6444	VW Classic Sutherland	(02) 9521 5333
Innovative Body Works	0409 653 872	VW Magazine Australia	Qld (07) 3806 1240
J.C. Fry	(02) 9438 4588	VW Performance Centre	(02) 4325 7911
JustCampers Australia	(02) 9645 7660	VW Speed Shop	0419 484 883
Kemp Tools	0402 888 822	Wayne Penrose VW	(02) 4272 5644
Klaack Motors	(02) 9724 5901	Westside Mufflers	(02) 9773 7244
Kombi Krazy	0416 566 245	Wolfsburg Automotive	Vic 1300 370 310
		Wolfsburg Motors	(02) 9519 4524



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