

Zeitschrift



Jeff at the CMC Shannon's Classic, Eastern Creek.

September 2012

IN THIS ISSUE:

Joe's Bug Off Cancer!
Auto Union D-Type
The Toy Department
Lanock Motors Maroubra

Eastern Creek Classic
Around Oz in 31 days
1969 VW Automatic
Plus lots more...



Club VeeDub Sydney.
www.clubvw.org.au

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



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Autofest/Events	Simon Mead	0411 270 260
Registrar:	Iven Laufer	(02) 6254 1142

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 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
		(02) 9534 4825

Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members can choose to receive Zeitschrift as a full-colour PDF from our website - please email the Secretary if you are interested in this option.

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; late submissions will be held over.

Opinions 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 as full-colour PDFs from the Editor at the monthly meeting - please bring your own USB stick. Old issues (>2006) are also available at www.clubvw.org.au

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

We thank our VW Nationals sponsors:

25 years.

Volkswagen Group Australia	H&M Ferman
Andrew Dodd Automotive	Klaack Motors
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Classic Vee-Dub	VW Classic Kirrawee
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Euro Automotive	Westside Mufflers
Gold Coast Vee Dub	Wolfsburg Auto Melbourne

*Please have respect for the committee members and their families
by only phoning at reasonable hours.*

Part of the



**Burwood
Council**

heritage • progress • pride



YOU'RE INVITED!
Burwood Spring Festival
SHOW & SHINE
Sunday 16 Sept 2012 – 10am to 5pm
Burwood Park Burwood

Car owners and car clubs mark this event on their calendar and we'd like you to do that too so that you don't miss the Festival!

Your display space is on the oval at the back of Burwood Park and it's waiting for you to fill it. So pack a picnic lunch, drag out the picnic chairs, and make a great day of it.

Apart from catching up with old friends, there are the food and merchandise stalls, the rides and stage entertainment of the biggest community festival in the Inner West to keep everyone entertained.

To enter, just complete and return the attached form by Wednesday 5 September and you are booked in. On the day, enter at the back of Burwood Park; pay the \$10 entry fee, and the volunteers from the Burwood SES will show you where to set up.

If you let us know on the day, Judges from the Council of Motor Clubs will judge your car and if you've got the best vehicle in your category you could be the proud owner of one of these great trophies –

- ❖ Best Veteran or Vintage – up to 1929
- ❖ Best 30s Classic
- ❖ Best 40s Classic including WWII vehicles
- ❖ Best 50s Classic
- ❖ Best 60s Classic
- ❖ Best 70s Classic
- ❖ Best Modern – 1980 onwards
- ❖ Best Commercial Vehicle
- ❖ Best Motorcycle
- ❖ Best Exotic or Unusual
- ❖ Best Hot Rod
- ❖ Best Street Machine
- ❖ Best Custom
- ❖ Best Unmodified – Original or Restored
- ❖ Mayor's Choice – Best in Show

Closing date is Wednesday 5 September but don't wait – send you form in now and book your space!

See you there!

Rhonda Sclanders
Show & Shine Coordinator on behalf of Burwood Council
Phone 9747 2757 or email show.n.shine@bigpond.com

*** Book your show spot!**
Phone or email Rhonda (below)
Tell her you are with Club Veedub

**ALL PROCEEDS TO THE
BURWOOD
STATE EMERGENCY
SERVICE**



SHANNONS

German Auto Display Day

Club VeeDub
Canberra Chapter main event for 2012

Saturday 22 Sept - Club Cruise: Meet at
Russell Offices carpark @ 2pm for a 2:30 departure.
Club sausage sizzle afterwards. Wear your club shirt.
Snags & drinks on sale for non-members.

Sunday 23 Sept - Show Day:

LOCATION CHANGE: Treasury Carpark,
Between Commonwealth Ave & Langton Cr, Parkes ACT.
All German Marques in attendance.

Food & Drinks available, Cars must register at the VW Club tent.

Cost: Members \$10, Non-Members \$15.

Check out our website for maps & more info:

<http://www.canberravw.com/events/autofest2012.html>

Enquiries: vwevents@dodo.com.au

Hubertus

Oktoberfest

4 Days fun, food, music



join in the family fun all welcome!

Authentic German Food



Local & German Beers on tap

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ADMISSION \$5 - P.P.



ph: 4773 4444 **All October long weekend!**

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VW WARWICK MAGAZINE VW DRAGS where volkswagen power comes to play 2012



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REGISTER ONLINE FOR RACING:

WWW.VWMA.NET.AU



Driver Training Day at Marulan 21st October

Wollongong Sporting Car Club is having an informal track day at the Marulan Driver Training Centre, our club has been invited to attend. They aren't trying to make any money out of it, just break even. Hopefully there will be enough entries to make it worthwhile, but the aim is to keep the numbers down to give everyone extreme value for money, so get your entries in early because entries will be limited.

Cost of the day is \$110. Track will be open from 8am to 5pm with driving 9am to 4pm. Drivers will be under the instruction of MDTC staff.

Brief Rules: Passengers are allowed but they must be 17 or over and hold a drivers licence. Drivers need to have a competition licence or you can buy a MDTC licence on the day. Cars need to be based on production models or clubmans capable of being registered. Open wheelers and go karts not allowed. Strict noise limits apply. As part of scrutineering every car will be tested.

It will be JUST a fun day out, there will be no classes or timing or trophies. Please read the terms and conditions to make sure you can comply with all requirements. Its a long way to go to get turned around at the gate. Entry form and terms and conditions can be downloaded here <http://wscc.org.au/marulan.shtml>

Any questions call Steve Carter 0439 133 354

Marulan Driver Training Centre, is just north of Goulburn.





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College**

HIGHLANDS MOTORFEST Chevalier Fete



Sunday 28 October 2012

Proudly Presented by
**Chevalier College and the
Southern Highlands Morris Minor Car Club Inc.**

MOTORFEST ENTRANTS: \$10 PER VEHICLE / \$5 PER BIKE

- GATES OPEN at 7:00am -

STALL HOLDER ENQUIRIES:

(No food or refreshment vendors need apply.)

MOTORFEST STALLS	PAM: 0438 691 259	SITE FEE: \$150.00
GENERAL FETE STALLS	LISA: 0448 072 593	SITE FEE: \$150.00



SHANNONS

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Von dem Herrn Präsident.

Hi all,

We had great time at the VW Spectacular at Valla Beach over the 1st weekend of August. The roll up of cars was absolutely amazing and Kombis are starting to outnumber all other VW types. The weather was fantastic the whole weekend. It's on again in two years time; I can't wait.



Coming up we have the Canberra Autofest on the 22 & 23 September. The weekend consists of a Saturday afternoon sausage sizzle and Sunday is the German Autofest car show, at a new location this year – at the Treasury carpark, between Commonwealth Ave and Langton Cr. \$10 entry for club members.

Some of our members will be putting their VWs on display at the Burwood Spring Festival this Sunday 16th. This is a relaxing family day, but you need to book to display your VW. Phone Rhonda Sclanders (Burwood Council) on 9747 2757 and tell you you are with the VW Club.

Again two great events clash on the October long weekend, the German Oktoberfest 2012 on Sunday 30th September at the Hubertus Country Club and of course Drag Racing at VW Warwick in Queensland. This year it's a bit strange as the October long weekend is in September.

The Driver Training Day at Marulan is fast approaching on the 21st October, see the add in this issue and visit the website link to Wollongong Sporting Car Club for more information.

The weekend after that it's back down the highway (28th October) to the Southern Highlands Motorfest at Chevalier College, Burradoo. We're hoping to see more VWs than ever as we are sick of being outnumbered by Morris Minors. Meet at Uncle Leo's at Liverpool Crossroads at 7:15am for a 7:30am departure; it takes around an hour and 20 minutes to drive there.

We're hoping for good weather for Boris' Picnic Day on the 18th November at Cook Park, Dolls Point. We will need a hand on the day cooking sausages etc. More about this as we get closer.

I've just learned that the NRMA Motoring and Services will not be supporting the NRMA Motorfest next Australia Day. Instead they will be taking part in the Centenary of Canberra and NRMA Motoring and Services. A

number of events are planned to mark this momentous occasion.

Some of the events they will be supporting include the Canberra long weekend car display at Lake Burley Griffin, 9-11 March. Followed by the SPIN Weekend, a two day classic car event starting with a rally from Jervis Bay and a show and shine on the lawns of Old Parliament House 19-20 October.

Last month was the first time we used digital-only distribution of the magazine to members with email. It was great having to envelope and post only 60-odd magazines instead of the usual 350+. Only members without email will still get a printed issue – but you can still pick one up at the monthly meeting. The full-colour PDF looks great. We want your feedback on this major change, so let us know what you think.

See you soon,

Steve Carter



Kanberra Kapitelreport.

G'day Dubbers, as Spring peeks around the corner we are in sight of our German Auto Display – our big event for the year. Are you coming? There is a new venue this year and we have altered our flyer to suit. Saturday 22 September is the cruise and Sunday 23 September is the car show.

Everything you need to know about the show can be found at www.canberravw.com/events/autofest2012.html

Some of the basics though:

- All entrants are to pay per car - \$10 for club members (checked against a list), \$15 for non-club members
- No drip trays needed this year
- All entrants to register at the VW tent as soon as you arrive
- Come early – we have limited space this year and once we run out of parking space, that's it! Parking will be in a standard car park, 1 bay per car
- Soon you will be able to download the entry form from the website (when I organise it), fill it in and bring it with you on the day – save time
- A reminder that local cars with Historic Rego are required to attend the car show. Contact the registrar with problems or questions

Apart from the upcoming event, this past month we have had our local convoy to Valla – only a few participants, but they enjoyed the trip and had fun. Well done to those who went, and thanks to Chris and Jay for organising the convoy. Locals should watch the magazine and email for details of future events - is your correct email listed with the club?

Everything you should need to know about German Auto Display will be on the site, give us a yell if we have missed anything. We look forward to seeing you all there!

Early in the year, we won a 'hot lap' at Wakefield Park with Jim Richards, which occurred in late August. It was great to meet Jim and hear his racing stories, as well as seeing



two of his Porsche GT2 racers. Also present on the day was his AMX Javelin, an old-school American muscle car that made many an enthusiast drool.

I was able to arrange a photo with Jim, his Javelin, and my Kombi – one day this will go straight to the ‘pool room’. The hot lap, well that’s a story for another day!

Bruce



Klub Kalender.

***** All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. Check www.clubvw.org.au for the latest information and any changes.**

September.

Sunday 16th:- Burwood Spring Festival Classic Car Show at Burwood Park. Car show is part of the street festival, with stalls, food, rides and entertainment. Vintage, veteran and classic vehicles. Club VeeDub will have a Volkswagen display (\$10 entry) but you must pre-book. Phone Rhonda Sclanders on (02) 9747 2757 or email show.shine@bigpond.com - say you are with the Volkswagen Club display.

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

Sunday 23rd:- Canberra Autofest. Saturday afternoon sausage sizzle. Sunday is the German Autofest car show on the National Library lawns (drip tray required). \$5 entry. Food and drink available, kids show and activities. Contact Bruce on 0400 119220 for more info.

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

Sunday 30th:- German Oktoberfest 2012 at the Hubertus Country Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, Oom Pah Pah band, slap dancing. Market stalls, kids rides! Club VeeDub will have a Volkswagen display in a prime parking position and a reserved table. Camping on ground permitted. Einen wunderbaren tag! Phone Raymond on 0408 207228 for more info. Prosit!

Sunday 30th:- VW Warwick 2012 Drag Racing at Warwick Dragway, Queensland. Street parade on Saturday, drags on Sunday. See www.vwma.net.au for more info.

October.

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

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

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 21st:- Driver Training Day at Marulan Race Circuit, north of Goulburn. CAMS Licence needed, or you can buy a Marulan licence on the day. In conjunction with Wollongong Sporting Car Club. Contact Steve Carter on 0439 133354 for more info.

Sunday 28th:- Southern Highlands Motorfest 2012 at Chevalier College, 566 Moss Vale Rd Burradoo. Open to all types of classic cars, trucks and bikes. Informal show n shine event with trophies awarded to all categories. County fair with wood chopping, food stalls, kids rides and games. Fun for the whole family! \$10 entry. Let's see LOTS of Volkswagens this year. **Club convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, at 7:15am for 7:30 departure.**

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

November.

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. 8:00pm start.

Sunday 18th:- Boris' Picnic Day 2012 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. \$5 entry, \$10 for swappers. Come rain or shine! Phone Boris on (02) 9789 1777 for more info.

Sunday 25th:- Melbourne Day of the VW 2012 at Yarra Glen Racecourse. Show n Shine, trade displays, swap meet and more. Public entry 9am. For more info visit the VW Club of VIC at www.vwclub.com.au

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

December.

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

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

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. This month is the Club Veedub XMAS PARTY. Bring a wrapped present to receive free drink coupons. Nibbles and snacks provided. 8:00pm start.

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

January.

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

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

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

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

May.

Saturday 25th:- VW NATIONALS Supersprint at Sydney Motorsport Park, Eastern Creek. VW racers wanted! CAMS licence required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 26th:- VW NATIONALS 2013 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids rides, entertainment, great food and drink, VW fun all day. Phone David Birchall on (02) 9534 4825 for more information.

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.

Expressions of interest:- A limited edition DVD set (two discs) covering the 25th anniversary VW Nationals 2012, as shown at the Edge Cinema, Katoomba July 2012. A detailed coverage of the Supersprint at Wakefield Park and show day at Fairfield City Showground. See yourself, and your Volkswagen, on DVD. Running time two hours. Cost \$30.00 including postage & handling. Please phone Phil Mass on (02) 4787 1841 by the end of October 2012 for details etc.



For Sale:- 1972 Superbug, Limited Edition 15 millionth. Central locking (alarm currently not working). Been in family since new- passed down the family. Been resprayed about 3 years ago - replacing almost all rubbers and odd bods. Been a great car never missed a beat. Tinted windows, CD player, Wood grain steering wheel. Other than those few, car is in original condition. Great car for a Volkswagen lover as I want to go to a good home. Will be missed! Asking price \$7,300 ono. Rego til June 2013. Any further information dont hesitate to call me. Timothy Laing, phone (Business Hours) 96368010 or (Mobile) 0423725295. Email aussie_aussie_oioi@hotmail.com

For Sale:- 1957 Oval Window Beetle. Restoration project. Fully garaged until 28 June 12, now covered until sale in Wollongong. Asking Price \$2700 ONO. Contact Jane on (Business Hours) 0421 470 254 or email janeaubourg@hotmail.com

For Sale:- 1962 Beetle 1200. Excellent original condition, one owner. Car is at Georges Hall (Sydney). Contact Denise on (02) 9708 3089.

For Sale:- Type 3 Wagon 1600 manual. Unfinished project. Panels removed. Avacado green, most panels stripped. 90% rust removed, new bumpers, taillights and some Cal look WCM rubbers. Rolling shell, motor still fitted. V.G compression, original condition minus engine mounts and muffler. 15" stock VW rims good rubber. Cookie cutters sold with car. Inspection welcome. Asking Price \$3,700 ono. Contact Jim Shepherd on (Business Hours) 0425 373 629 or Email altruistic77@gmail.com

For Sale:- Whilst cleaning out my fiancés late fathers shed we have come across the rear window glass and a side rear window glass for what I believe to be Type 3 - 1500 wagon (I think that is the model designation) Would these be of any use to someone in your club? If so all they have to do is come and pick them up. They are located at Charlestown (near Newcastle) It seems a shame to dump them. They both need a good clean but appear to in ok condition. We have to get rid of them in the next month or so. If no has expressed an interest by then they will be dumped. If anyone is interested they can contact me on 0409 361880 or email peter.marr@tafe.nsw.edu.au regards, Peter Marr

Wanted:- Trying to locate a VW Type 3 enthusiast who can assist me in valuing my 1973 1600 Variant/Wagon. Incomplete restoration, panels separate and stripped. Body original avacado green, rolling shell w motor in. Hoping to sell in next week due to move. comes with some nos parts inc 90% rust removed. Just hoping someone may be able to be put into contact with me regarding valuation for sale? Regards James. Please e mail if answer. altruistic77@gmail.com or phone James on 0425 373629

Wanted:- Need an auto transmission for a 2000 Transporter Trakka 2.5 AET/EQB Please advise if you can help?? Please



One of these Volkswagens looks like a racy twin-carburettor job.

All three Volkswagens have twin-carburettors.

The Fastback looks faster because that's the way the back looks. Very racy.

But inside, all three 1600 Volkswagens have an equally racy looking gear-stick with four gears you can race through including overdrive. Anytime you're passing, pass. The twin carburettors are part of the reason for the racy response, but the whole car is the whole reason. The air-cooled rear engine has no radiator. It can't boil. And the engine has better things to do with power than carry around an unnecessary radiator. The engine is only 16 inches high, with the revolutionary result that it tucks away under the rear boot (two boots instead of one). Now, if the Fastback shape looks a little too racy, you can have the same exciting performance in a spacious 1600 Squareback Station Wagon or 1600 Sedan. See your VW dealer and drive one.



Volkswagen Australia Limited, Clayton, Victoria.



Join Volkswagen's '68 revolution now.

phone Allan on (Business Hours) 0427 091494 or (After Hours) (02) 6563 1018, or email joanus@bigpond.com

2nd Month Ads.

For Sale:- 1970 VW Beetle 2.0-litre fully worked custom cruiser. A very rare and unique chance to purchase one of the best bugs on the road. A true show car. This bug was a project of my wife's brother back in the early '80s. See 'VW Power' magazine, Issue #3, 'Full Metal Jacket.' Multi category winner in the '80s. The last 25 years it has sat at my place. For the last 15 years under cover and only ever driven 3-4 times a year and very little kms done. The 10 years before that it sat in a factory. Engine: 2.0-litre, fully worked, balanced with modified heads and Solex PICT 34mm twin carbs; 92mm Cima pistons and Cima barrels; 149 camshaft; Monza Sports

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Trades and services directory.



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Contact us on: (02) 4627 3072 or 0423051737
Or call in at: Unit 20/6 Badgally Road,
Campbelltown, NSW, 2560 (Just off Blaxland Road)

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



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Runner editions for Caddy and Transporter.

Volkswagen Group Australia has introduced two limited edition Runner models to the Volkswagen Caddy and Transporter van ranges, saving customers thousands of dollars on the new entry-level commercial vehicles.



Limited to just 200 and 350 units respectively, the Caddy Runner is priced at \$19,990 drive-away while the larger Transport Runner costs \$29,990 drive-away.

Both special editions represent a significant saving over the usual base models in the ranges, with the Caddy Trendline van starting from \$21,990 before on-road costs and the Transporter van from \$36,740 before on-roads.

The only difference between the Runner editions and the standard base models is the adoption of a harder-wearing trim on the seats in place of the standard material, and the addition of exterior 'Runner' decals.

Both Runner special editions come equipped as standard with electronic stability control, hill hold assist, daytime running lights and manual air conditioning.



The Caddy Runner teams a 63 kW/160 Nm turbocharged 1.2-litre petrol engine with a five-speed manual transmission and uses 6.9 litres per 100km of fuel on the combined cycle, while the Transporter Runner pairs its 75 kW/250 Nm 2.0-litre diesel with a five-speed manual for combined cycle fuel consumption of 7.5 L/100 km.

Both Runner special editions come with a three-year unlimited-kilometre warranty and will be available while stock lasts.

The Volkswagen Caddy is the most popular vehicle in Australia's sub-1.0-tonne van segment, with 1,049 sales so far this year giving it a 54.8 per cent share of the market.

The Volkswagen Transporter sells in slightly smaller numbers, with 806 so far delivered in 2012, although it commands just a 7.6 per cent share of the 1.0-tonne van market, trailing the Hyundai iLoad (3,948, 37.4 per cent) and the Toyota HiAce (3,717, 35.3 per cent).

Auto Union Type D returns home.

The last remaining pre-war Auto Union Type D twin-supercharger racing car has finally made it back home to Audi in Germany.

The Russian military took possession of several of the rare cars at the end of World War Two, when they occupied eastern Germany. Audi AG now owns all three Auto Union race cars that had been dismantled, stored and then finally recovered in the former Soviet Union (USSR).

The legendary 16-cylinder and 12-cylinder 'Silver Arrows' from the Auto Union and Mercedes-Benz dominated European racing in the 1930s after smashing the competition with their innovative design and mind-blowing performance. Driven by racing legends such as Hans Stuck, Bernd Rosemeyer and Tazio Nuvolari for Auto Union, and Manfred von Brauchitsch, Hermann Lang and Rudolf Caracciola for Mercedes-Benz, the German grand prix cars were capable of speeds beyond 300 km/h. In 1937, at the famous Avus circuit in Berlin, Bernd Rosemeyer's car was clocked at a staggering 380 km/h.



But the Auto Union cars were fundamentally different to the conventional front-engine examples from Mercedes-Benz. Designed by a team led by Ferdinand Porsche, Auto Union preferred to use a mid-engined (rear-mounted) engine layout, together with Porsche's famous torsion bar suspension, rear swing axles and hydraulic brakes. A gigantic racing Volkswagen! The original prototypes were called the 'P-Wagen' – P for Porsche.

The Type A first competed in the 1934 Grand Prix season. It had a 4.3-litre V16 with a single Roots supercharger boosting to 0.6 bar, producing up to 295 bhp (217 kW) at 4500 rpm and 530 Nm torque. Like all Auto Union GP cars, it had a five-speed gearbox with Porsche synchromesh, and aluminium bodywork. The car weighed just 825 kg. Hans Stuck won the German Grand Prix, Auto Union's only Championship event, but he also won the Swiss and

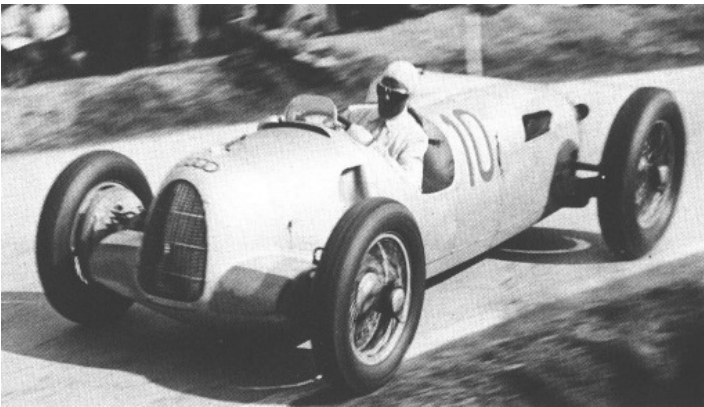
Czechoslovakian GPs in 1934. Achille Varzi and Alfa Romeo finished as World Champions. No Auto Union Type A exists anywhere today; all have been lost or destroyed.

The Type B appeared for 1935, the engine enlarged to a 5.0-litre V16, and the single Roots supercharger now boosting 0.75 bar. Power was now 375 bhp (276 kW) at 4800rpm with 660 Nm torque. Hans Stuck won the Italian GP, again Auto Union's only Championship win, but also finished second in the German GP. Last year's Champion Achille Varzi was now driving for Auto Union and won the Tunis GP, and former motorcycle champion Bernd Rosemeyer won the Czech GP. Rudolf Caracciola won the Championship for Mercedes. Sadly, no Auto Union Type B exists anywhere in the world today either.

The Type C appeared for 1936, with the mighty V16 enlarged again to 6.0 litres and the Roots supercharger boosting to 0.95 bar. Power was now 485 bhp (357 kW) for the single blower engine, and 520 bhp (382 kW) for the twin supercharged version. Torque was an amazing 853 Nm!

In the hands of Rosemeyer the mighty Type C dominated Grand Prix racing in 1936, winning the German, Italian and Swiss GPs and winning the Championship. He also won the Coppa Acerbo and the Eifelrennen and was second in the Hungarian GP. Rosemeyer also won the European Mountain Championship in a Type C, displacing former champion Hans Stuck.

For 1937 the Type C was almost unchanged, with only minor improvements, and won 5 GPs to the new Mercedes W125's 7. Rosemeyer won the Eifelrennen and Donington Grand Prix, the Coppa Acerbo, and the Vanderbilt Cup (and well as second in the Tripoli Grand Prix). Rudolf Hasse won the Belgian Grand Prix (Stuck placed second). von Delius managed second in the Avus Grand Prix. Caracciola won the Championship for Mercedes.



Terrifying speeds led to a new formula for 1938, limiting engine size to just 3 litres. With Porsche busy with the Volkswagen project, the new Type D was the work of Eberan Von Eberhorst, one of Porsche's finest engineers. To fit the new formula the Type D had a 2990cc V12, with a triple camshaft and two Roots superchargers boosting at 1.6 bar. Power was 485 bhp (357 kW) at 7,000rpm, only marginally down on the previous 6-litre V16 but much higher up the rpm band. Torque was 550 Nm. The chassis and body were redesigned, with the driver now positioned in the exact centre of the wheelbase, not forward as before, and lower down for better aerodynamics. The Type D also had a new rear suspension, the old swing axles replaced by a De Dion design but the torsion bars remained.

Auto Union was handicapped by the death of their champion driver Rosemeyer in a speed record attempt on the Autobahn before the 1938 season began; his specially-built Auto Union aero racer left the road in blustery conditions and flipped at over 430 km/h. Italian champion Tazio Nuvolari joined Auto Union and eventually won the Italian and Donington Grands Prix, in what was otherwise a difficult year for Auto Union. Hans Stuck did win yet another European Mountain Championship in the double-rear wheel hillclimb Auto Union. Caracciola again won the Championship for Mercedes.



In 1939 Hermann P. Müller won the 1939 French Grand Prix for Auto Union (and took second in the German Grand Prix), while Hasse managed a second place in the Belgian GP, and Georg Meier second in the French. Nuvolari came second in the Eifel, and won the Yugoslavia GP on 3rd September, just two days after the start of WW2. No champion was announced, but Hermann Paul Muller (Auto Union) was ahead on driver points and Mercedes ahead as makers at the time, but all European GP racing came to an end. There would be no more racing until after the War.

While Mercedes-Benz was located in Munich, in the American sector of post-war Germany and were later able to recover most of its Silver Arrow cars, Auto Union had been based in Zwickau, in what was now the Russian sector. About eighteen remaining Auto Union racers of all types (plus most of the factory's engineering equipment) were confiscated by the Russian Army during their occupation, and subsequent closure, of the factory. The Zwickau factory was later used to make lowly two-stroke Trabants during the communist East German era in the 1950s, '60s, '70s and '80s.

The sole surviving Type C had originally been left to the Deutsche Museum by Auto Union in 1937, after the death of Bernd Rosemeyer. Damaged by bombing during the war, its body today still shows these marks. In 1979 Audi commissioned restoration of the car, undertaking a preservation-level overhaul to the body, engine and transmission. It is the only complete Type C Auto Union in the world.

An original Type D was recovered and taken to Moscow to study its technology. In 1976, the car was at the ZIL factory in Moscow and scheduled to be cut up for scrap metal, but Viktors Kulbergs, president of Antique Automobile Club of Latvia, saved it and brought it to Riga

Motor Museum, where it can be seen today.

In 1997, after the collapse of the Soviet Union, Audi engineers also discovered a 16-cylinder hill-climbing car - a combination of types C and D - in Riga. In exchange for providing Riga Motor Museum with an exact replica, Audi commissioned British engineering companies Crosthwaite & Gardiner and Roach Manufacturing to undertake restoration work. The Audi-built replica was unveiled at the 2007 Goodwood Festival of Speed, driven by Pink Floyd drummer Nick Mason. This replica is now on display in Riga, while the restored original now resides in the Audi Motor Museum in Ingolstadt.

Other Auto Union cars remained in pieces in the Soviet Union for years until rumours surfaced in 1970 that the missing Silver Arrow cars had been discovered there.

The task of retrieving the cars was left to Paul Karassik, an American car collector who had been born in Russia but raised in Serbia and spoke fluent Russian. Karassik came to Europe with his wife Barbara to locate the cars.

After more than ten years and numerous trips to the USSR, the Karassiks eventually tracked down the Auto Union cars in Russia and the Ukraine in the early 1980s – still lying in pieces.

But this was the era of the Cold War, and making trips through the Iron Curtain to Western Europe in a delivery van was risky business. However, Karassik succeeded in transporting the engines, gearboxes and axles, which he then had shipped to the United States where the Silver Arrow cars could be restored.

In 1991, English company, Crosthwaite & Gardiner was selected by Karassik to carry out the restoration programme along with advice from various experts including the Audi AG Tradition department.

After examining the various parts found in Russia and the Ukraine, it was decided to rebuild a Type D single supercharger car to 1938 specifications, and a 1939 twin-supercharged Type D.

Unfortunately, and in both cases, bodies for both cars were not able to be recovered and necessitated the construction of replica bodies by Rod Jolley Coachbuilding in England.

The two cars were eventually completed in time to appear on the grid at the Eifel Classic at the Nurburgring on October 1, 1994. Not since 1939 had these cars been on the starting line.

In the following years, Audi was able to exhibit the Silver Arrow cars in recognition of its assistance in the restoration project and then was able to purchase the 1938



single supercharger car in 1998.

The recent purchase by Audi AG of the 1939 Type D twin-supercharger Silver Arrow means that Audi now owns all three cars that were originally taken to the former USSR.

The car is also one of the leading exhibits at the Audi Museum mobile in Ingolstadt, but will make a special appearance at this year's Goodwood Revival in the UK from September 14 to 16.

Diving with sharks.

Volkswagen and Discovery Channel have teamed up to throw a 2012 Volkswagen Beetle into the ocean. This was done for the cult classic documentary series Shark Week, in Volkswagen's first year as presenting sponsor for the program.

The specially built Volkswagen Beetle shark observation cage was put together with the help of marine biologist and shark expert Luke Tipple and his engineering team, with the goal to put viewers in the driver's seat for a cruise along the ocean floor.



Volkswagen of America marketing communications general manager Justin Osborne said, "We wanted the integration to be authentic and fit naturally with the Volkswagen brand, imprinting our signature style on Shark Week."

The unique deep-sea diving Beetle's ocean excursion will mark the 25th annual Discovery Channel Shark Week, airing in the US this week. Do a YouTube search on 'Volkswagen Driving With Sharks' to see the clip.

A bit different from the classic air-cooled Beetle, which was renowned for floating, not driving on the bottom.

Beetle engine choices.

While Volkswagen Australia is yet to reveal any details about the next generation Volkswagen Beetle that will be launched here early in 2013, Volkswagen in the UK has released specifications for the car, which is now available in UK VW showrooms.

Volkswagen ended production of the previous 'New Beetle' in early 2011, meaning the latest-generation Beetle is now simply known as the 'Volkswagen Beetle.'

There is an urban myth that Volkswagen never named the original air-cooled car the 'Beetle'. Wrong – the Australian-assembled 1976 model (1600cc engine, torsion bar front and double-joint rear) WAS officially sold as the

'Beetle'. This run-out model followed the earlier 'Superbug' and '1300' that were sold from 1971-75. In the US and the UK the 1976-79 models were also sold locally as 'Beetles' once the Super Beetle (1303) ended production.

The latest Volkswagen Beetle line up in the UK includes a 2.0-litre 103TDI diesel engine and several choices in the petrol range including the range-topping 2.0-litre TSI turbocharged 147kW, 1.4-litre TSI 118kW and 1.2-litre 77kW.

The 2.0-litre turbocharged petrol Beetle can go from zero to 100km/h in a respectable 7.5 seconds and has a top speed of 224 km/h, while the diesel takes 9.5 seconds and tops out at just under 200 km/h.

Combined fuel economy and CO2 emissions for the diesel is impressive at 4.08 L/100 km and 129 g/km, respectively.

Both petrol and diesel versions are available with either six-speed manual or DSG transmissions, although the 1.2-litre petrol models get a seven-speed DSG.

The Volkswagen Beetle TDI models are available in two trim levels, the mid-spec Design and top-of-the-range Sport trim. There are four trim levels in the petrol range including Beetle, Design, Sport and Turbo Black/Turbo Silver.

Included in the Design trim is Bluetooth phone, an RCD 510 digital (DAB) radio with MDI (multi-device interface for iPhone connection), 17-inch alloy wheels with a choice of two styles, front fog lights, multifunction leather steering wheel, isofix and body-coloured door and dashboard panels. Choosing the top-of-the-range Sport level adds 18-inch alloy wheels, sports seats, parking sensors, electronic climate control, privacy glass, cruise control, gloss-black door and dashboard panels and door mirrors in the same gloss-black finish.



The 2.0-litre TSI 147kW Sport variant also gains four-link rear suspension, twin chromed exhaust tips, body-coloured rear diffuser and red painted brake callipers.

There's also a wide range of options across all Volkswagen Beetle models including satellite navigation, bi-xenon headlamps, keyless entry and various alloy wheel designs. Included in the options list is a high-end Fender sound system (from the famed Fender electric guitar maker) with a 400-watt power output to satisfy the keenest of audiophiles.

We will keep you posted on Australian specification levels for the 2013 Volkswagen Beetle, as soon as they become available, but these UK specs should give us a taste of what we will see here next year.

Golf 7 latest.

Details of the all-new Volkswagen Golf 7 have been revealed, with the German manufacturer confirming its seventh-generation small car will be lighter, more efficient, safer and more technologically advanced than its predecessor.

Expected in Australia around the middle of next year following its official unveiling in Germany this month, the 2013 Golf hatchback will become just the second of more than 40 small and mid-sized VW Group vehicles to ride on the versatile new MQB platform, following the new Audi A3 that debuted at the 2012 Geneva motor show.

UK publication Autocar reports the new Volkswagen Golf will be 4255mm long (+56mm), 1799mm wide (+13mm) and 1452mm tall (-28mm). The wheelbase has grown by 59mm to 2637mm, while the front and rear track widths have been stretched 8mm and 6mm respectively.



The larger dimensions create more interior space, with rear-seat legroom growing 15mm, front and rear shoulder room up approximately 30mm, and boot space up 8.6 per cent to 380 litres.

The introduction of an electronic park brake has cleaned up the centre console area and created more storage space, while the interior is said to have a classier feel.

Volkswagen claims the new Golf will be up to 100kg lighter than the old car, with the base model set to tip the scales at around 1050 kg. A higher percentage of ultra-high-strength steel throughout the platform and body shaves 23 kg from the new Golf's mass, while a revised suspension set-up with increased aluminium use saves a combined 26 kg across the front and rear assemblies.

A range of engines will be offered in the Volkswagen Golf 7 line-up. The previous 'twin-charger' has been dropped, and instead VW offers a new 103 kW 1.4-litre four-cylinder turbocharged petrol engine with cylinder deactivation technology. It should return combined cycle fuel consumption of approximately 4.8 litres per 100km. Other petrol engines will be a 1.2 TSI (63 kW/165 Nm or 77 kW/175 Nm); two other 1.4 TSI choices (90 kW/200 Nm or 118 kW/250 Nm), and a 2.0 TSI (132 kW/320 Nm, 162 kW/350 Nm or 220 kW/400 Nm).

As for diesels, VW will offer a 1.6 TDI (66 kW/230 Nm or 77 kW/250 Nm) and a 2.0 TDI (103 kW/320 Nm, 125 kW/350 Nm or 162 kW/450 Nm). All of these engines also have cylinder deactivation. The BlueMotion 1.6 TDI 77 kW makes a hybrid-beating 3.8 L/100km combined.

The new Golf GTI will feature a new 2.0-litre turbo 165 kW petrol engine, while the Golf R will use the 220 kW

turbo petrol engine, the most powerful production Golf ever.

The new Golf R, which is not expected to launch until 2014, will sport sinister rectangular LED daytime running lights, high-gloss black alloy wheels wrapped in low-profile rubber, a larger lower grille opening for increased cooling at the front and quad exhaust outlets at the rear, replacing the outgoing model's centrally positioned twin pipes.

The Golf also promises to set a new benchmark for intelligent safety and driver assist systems, with the new model set to feature emergency autonomous braking at speeds below 30km/h, a collision brake system that pulls the car up in the shortest distance upon impact, adaptive cruise control, fatigue detection, lane assist, bird's-eye view camera display and the latest version of the manufacturer's automatic parking system.

We'll have more info on the new Golf 7 next month. There is a chance the Golf 7 could be on display at the Sydney Motor Show in October, but will not be released for sale in Australia until early 2013. Local model and spec choices are yet to be announced.

Beetle Cabrio confirmed.

Volkswagen has confirmed it will launch the Volkswagen Beetle Convertible on the American market before the end of this year, again lifting the lid on one of its most popular US models.

The Mexican-made soft-top version of the latest new-gen Volkswagen Beetle comes around 18 months after the coupe was officially unveiled simultaneously at the 2012 New York and Shanghai motor shows. The car has since gone on sale across North America and Europe.

The Volkswagen Beetle Convertible is not expected to launch in Australia until later next year at the earliest, following the Beetle sedan confirmed for early 2013. The hardtop Beetle was initially scheduled to arrive in local showrooms in the final quarter of this year, but has recently been pushed back.



Volkswagen of America has confirmed the Beetle Convertible will be available with the choice of three engines: a 127 kW/240 Nm 2.5-litre naturally aspirated five-cylinder petrol, 149 kW/280 Nm 2.0-litre turbocharged petrol and a 103 kW/320 Nm 2.0-litre diesel.

A number of other engines currently available in the European-spec Beetle coupe, including the 77 kW/175 Nm 1.2-litre TSI and 118 kW/240 Nm 1.4-litre TSI from the Volkswagen Golf, are also likely to be available when the convertible version goes on sale. Volkswagen Australia has not yet committed to the choice of engines for our market, but

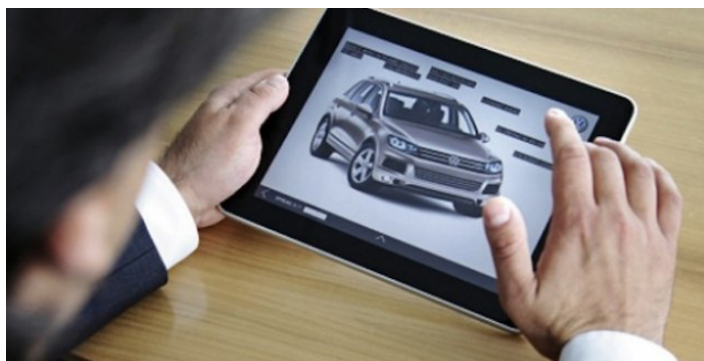
the five cylinder is unlikely.

The Volkswagen E-Bugster Speedster pictured here, was first seen at the 2012 Beijing motor show and was based on the fixed-roof E-Bugster concept from the 2012 North American International Auto Show in Detroit. It is probably very close to what the production Beetle Convertible will look like.

VW / Audi goes iPad.

Volkswagen and Audi are the latest companies to implement digital technologies, such as iPads, into new 'digital showrooms', in a transition to digital media already undertaken by both BMW and Lexus.

Volkswagen was the first automaker to develop a digital customer magazine app for the iPad back in 2010. Now VW has announced that staff and dealerships across the UK will be equipped with iPads with access to a range of advanced web tools aimed at closing the gap between the on- and off-line worlds. Volkswagen says the digital showroom concept allows the manufacturer to showcase more models, specs and equipment than would be possible in even the largest outlet.



Volkswagen UK head of marketing Rod McLeod said, "Digital advances are taking place at an incredible rate and we need to keep up. But we don't want to do this at the expense of personal interactions, which is why we're not only developing our online presence but also trying to bring the digital and real worlds closer together."

The announcement from Volkswagen follows the opening of Audi's first digital showroom, referred to as 'Audi City' in London. The Audi City format presents the brand's entire model line-up digitally and combines this with personal dealer contact.

Audi says, "Visitors can digitally select their vehicle from several hundred million possible configurations and experience it in realistic 1:1 scale on screens that almost fill the entire space."

The switch to a compact digital form requires less space meaning greater flexibility when expanding retail outlets. With this in mind, Audi will open more than 20 stores worldwide by 2015. Whether Australia will be included in the plan is not yet known.

Audi will be hoping the new digital influence helps with reaching its recently readjusted 2020 target of surpassing BMW in global luxury car sales.

BMW and Lexus both currently employ a tablet-equipped Apple-style 'eproduct genius or specialist', to assist customers through their given vehicle ranges.



Around Australia in 31 days.

Traveling in a 1989 VW Transporter T3, between 27 May to 26 June 2012 inclusive.

We departed Hornsby, NSW, on Sunday morning at 3am and arrived in Perth WA on Wednesday at 2pm. We did not stop too often as we have crossed the Nullarbor 6 times now; 4 times in the Transporter. We did the last big lap around OZ two years ago; similar route but different activities.

We share the driving, Lorraine and I, and when we drive we drive long hours. Our cruising speed is between 90 to 95 km per hour. I find this speed well suited for the VW van. Any speed above 100 km/h increases the fuel consumption markedly. The fuel costs are high in the NT and WA. We have paid up to \$2.11 at some Roadhouse pumps for standard unleaded. Premium fuel is often not available. The Van runs on premium when I can get it.

We stayed in Fremantle 2 nights and 2 days. Great place to visit, the markets, the old goal, seafood restaurants at the Wharf and of course the Cappuccino strip. The climate is near perfect.

We stocked up before we left for the Pilbara along the

Great Northern Hwy to visit the Big Pit at Mt Newman and the Gorges in Karijini National Park. We stayed in the area 2 days and 2 nights. We travel light, nothing is carried outside the van, not even spare fuel. No fridge, food is canned, dehydrated, or powdered like milk. No meaty foods as we are 95% vegetarians.

Next stop was Exmouth, stayed 2 days and 2 nights. Diving at Ningaloo Reef and swimming with the Whale Sharks, what an experience! Not to be missed. Two days later we arrived in Broome where we stayed 2 nights and 2 days. An interesting town, lots of history, pearling, air raids in WW2, crocodile farming, and now liquid gas industry.



Heading east along the Great Northern Hwy for 2 days was challenging, stray cattle crossing the road, road trains, grass fires. We had to do a lot of night driving to keep to our time table. It is dangerous and not recommended; it requires both the driver and passenger to be on the lookout. But driving at low speed and high beam light reduces the risk. We have had a few close calls.

Arriving in Wyndham WA where we stayed 1 night and 1 day visiting Parrys Lagoon and swimming in the Grotto was very pleasant. The bird life is superb; there was even a crocodile among them. Fresh water crocs don't seem to eat the birds.

Next we crossed the border into the NT heading to Katherine, then turned north to Darwin, where we stayed 3 days and 3 nights. What a vibrant city, young and busy. A





and cold. We had planned to spend more time in the area but it was not to be. Going home sounded like a good idea, so we kept on driving.

Some points of interest:
Distance travelled: 15726 km
Amount of fuel used: 2196 litres
Fuel consumption: 14 litres per 100 km

Consumption is higher because of a lot of headwind as we travelled around OZ in a clockwise direction. Anti-clockwise direction is a better way to go.
Changed oil and filter once at half way mark.
No punctured tyres, as we avoid gravel roads.
No mechanical breakdowns.

visit to the Mindil Markets at Fanny Beach at sunset, nightlife on Mitchell Street, and the Water Front precinct all very exciting.

Departing Darwin and following the Stuart Hwy we headed for the Hot Springs, Katherine and Bitter Springs just north of Mataranka. After days of traveling the warmth of the hot water was the right medicine for our aching joints. We continued south to Three Ways where we turned east again heading towards Mt Isa in QLD where we stayed 1 day and 1 night. It is a typical mining town, dusty and noisy.

Next stop was Karumba via Normanton where we stayed 1 day and 1 night. A Barra burger, XXXX beer and a sunset over the Gulf of Carpentaria was much appreciated.

On our way to the east coast along the Savanna Way we took a guided tour to the Lava Tubes in the Undarra Volcanic National Park nearby. We stayed for 1 day and 1 night at the Innot Hot Springs 3 indoor and 3 outdoor pools plus accommodation for \$23 per day, what a bargain. As we arrived at the Atherton Tablelands where we did some sightseeing the weather changed. The sunny warm dry climate was replaced with rain wind

One of the highlights of this trip was the smooth performance of the Volkswagen; it was a pleasure to drive. Prior to leaving, the VW had a major tune up and some minor repairs done to it at a cost of \$2000 plus. At that time I thought this was a bit expensive but at the end of the journey I found it was well worth the expense.

Alfred Deffert



Bug Off! Cancer 2012 – Joe's story.

Here is my story of the great adventure in the Outback.

John Mann and I left home in the early hours of the morning – 4.50am - on Sunday morning the 8th of July. We had a head start of Norman and Mario because they were travelling from the south. We stopped for breakfast at Lithgow and then again at Orange, then bingo! Norman and Mario arrived. They stopped for a chat and then off they went to continue their journey to Cobar.

We stopped again at the Bell River Estate at Wellington to catch up with a friend who owns a winery there, bought a couple of bottles of Port and headed to Cobar after filling up at Wellington (333 km, 37.1 L, \$58.68) - arrived at Cobar around 4.00pm – 674 km. That night we all had dinner at the local club and ordered Chinese meals, however while Norman was away from his seat, the girl delivered the meals and I got stuck into it, not realizing that I was eating Norman's dinner !

When Norman came back to his seat, guess what - not happy Jan ! I offered to pay for his meal but he preferred to get his money back and ended up buying a 'subway' down the road for just \$7.00.



The next morning his 'rooster' alarm went off half an hour early and John got up rearing to go waking everyone up, this time it was Mario - Not happy Jan ! Luckily I was quietly sleeping in the Kombi while this was going on.

The next day, Monday 9/7 we left at 7.00am heading for Broken Hill, stopped at Wilcannia to fill up (265 km, 29.05 L, \$54.30, that's a \$1.86 per litre.) It was pouring rain when we arrived in Broken Hill, 'the rain in Broken Hill falls mainly...everywhere' we saw the little bug in town, so I guess they had already looked around town. Anyway I filled up again at the Shell (198km, 23.79 L, \$38.76).

We went for a drive to Silverton (Mad Max country). The road was wet and muddy from the heavy rain, but it didn't dampen our spirits. Here we had a chance to catch up with Norman and Mario in the historic pub and had a quiet beer together and looked around at all the photos on the walls relating to the Mad Max movies taken in that area. When we returned back to town I topped up the tank again ready for the morning drive to Port Augusta (58 km, 8.23 L, \$13.48).

Tuesday 10/7 - once again me and John left at 7.00am about 3/4 of an hour before Norman and Mario. They caught up with us at the petrol station in Peterborough where we stopped to fill up (280 km, 31.94 L, \$48.50) have lunch and take photos all together. Norman showed a photo of the 'Bug-Off drive' story in the local paper; he was interviewed about it at Broken Hill. The weather was fine and sunny all the way to Port Augusta and it was pleasant enough for me to go for a long jog and lose some of the weight I had gained in the previous two days. Petrol was reasonably cheap here: 139 km, 15.15 L, \$23.62.



Wednesday 11/7: This was going to be a long drive to Coober Pedy (about 600 km) - welcome to the Outback. I decided to be a lead-foot here to stay in touch with the little Bug. Norman was travelling at 100 km/h, but that didn't last long because we were held up by the police who were doing a breathalyser blitz on all the vehicles going through. Still we had a good chat with the cops telling them our story. The police lady was very nice, and she told me to blow into the bag !



On the way to Coober Pedy I filled up at Pimba (177 km, 25.19 L, \$45.35) and Glendambo (112 km, 12.44 L, \$21.90), and we were cruising along at 90 to 95 km/h. We saw some wild life along the way, a small dingo, lots of big black eagles and emus. At a rest stop me and John had a chat with two lovely old couple who were travelling down south to



Adelaide. They gave us a donation of \$5.00; their names: Jack and Jill.

We finally arrived at Coober Pedy at 4.30pm, about an hour after Norman and Mario who had already 'painted' the town and also made friends with a Greek restaurant owner who agreed to throw in a \$100 for our evening meal - very good of him, put it down to Mario's Greek connection. Coober Pedy - 250 km, 33.45 L, \$56.85.

Thursday 12/7: All roads lead to the Big Rock - Uluru or Ayres Rock as I prefer to call it. We caught up with Norman and Mario at the Roadhouse at Ertland, where they were enjoying a good lunch. Petrol here is very dear of course, \$1.90 for Premium 98 (251 km, 27.65 L, \$52.55). In between Coober Pedy and Ertland I filled up at Marla (238 km, 31.09 L, \$55.05). We arrived at the Rock about 4.00pm and filled up with Opal Premium petrol at a cost of \$2.01 per litre (244 km, 30.31 L, \$61.00).

We then travelled to the National Park to get a close up of the Rock. Entry into the park was \$25.00 each person, so I hid in the back of the bus and we only paid one fare (some of the benefits of owning a Kombi I guess). We drove around the Rock and stopped in that area where you can climb up the Rock and the first section is very steep and dangerous, coming down is worse than going up I think because if you slip you end up at the bottom of the Rock, dead. John decided to climb up the face of it only because you need about two hours to do the complete walk and we just didn't have enough time for that. I chose to stay below in the car park making myself a cup of coffee and talk to some of the tourists.



The four of us got together for dinner at the resort and Mario struck a conversation with an American lady who was here for a conference. She had a mouthful of hamburger and couldn't get a word in because fast talking Mario was at it again using his God given charm that he had with the ladies, but at the end of the day we all had a good time and collected some donations as well from the people who were sitting with us having their meal.

Friday 13/7: Another beautiful day for a drive, this time to Alice Springs, an easy drive only 450 km! We arrived there at 3.00pm, but as we were approaching the town I received a call from Steve Muller who told me there was a guy in town from Sydney with a Kombi who needed some parts for it. Steve thought I may be able to help him out with the spare parts he graciously lend me for the trip. Anyway, it turned out that I couldn't help him because this fellow had big engine problems.

After we settled in, me and John went for a walk around town and in the park there was a purple Kombi towing a caravan! I asked the driver if the engine was turbo charged and he said, "No just a standard 1600cc engine." It must have been tough going up the hills of Adelaide, in a Kombi towing a caravan with four people in it. The Motor Inn at Alice Springs was very suitable for me because it had a big kitchen and I was able to cook my evening meal in comfort instead of the confined space of the Kombi - and by the way, breakfast was included in the price. At Alice Springs I filled up at the Caltex (210 km, 24.63 L, \$42.60).



Saturday 14/7: The drive to Tennant Creek was very pleasant. We stopped at Ti-Tree to fill up (195 km, 19.98 L, \$39.55) and at Wycliffe (179 km, 25.10 L, \$52.70 (that's \$2.10 per L)). When we arrived at Tennant Creek and checked in at the Motor Inn, Norman told us to get petrol from the BP down the road. They gave us a discount of 7 cents a litre (133 km, 11.97 L, \$22.10). 70 percent of the people here are Aborigines, so we were told at the Visitors Centre on top of the hill just out of town.

That evening I went to Mass where I had a chance to meet the local parishioners and their parish priest John Kennedy, and afterwards I joined the boys at the Memorial Club which was just 200 metres down the road. While we were enjoying our dinner, three lovely girls walked in and set at the table not far from us and when we finished our meal and started to walk away, smooth talking Mario walked up to



the girls and said: 'When you walked in the joint, you brightened up the place' - how cool is that !

Sunday 15/7: This was a long drive to Mount Isa, approx 620 km. We arrived in town about 4.30pm, didn't have much time to look around so after we settled in, caught a shuttle bus to the club for a meal and a few drinks, relax and enjoy the local music. In between I filled up at Barkly Homestead (228 km, 29.65 L, \$52.40); Camooweal (257 km, 34.49 L, \$66.20) and at Mt Isa (194 km, 24.87 L, \$41.96).

Monday 16/7: Today we said goodbye to the Outback after we crossed the border to Queensland heading towards Longreach, where the speed limit dropped from 130 to 110 km/h (not that it mattered to me in the Kombi). I filled up at McKinlay (230 km, 29.51 L, \$52.40), Winton (239 km, 31.57 L, \$53.30) and at Longreach (179 km, 24.14 L, \$39.55). At Longreach we were staying near the airport which was ideal for Norman and Mario, both employed by Qantas. They spent their time talking to people at the airport and checking the place out while I took advantage of the beautiful warm weather and went for a long 12 km run around the town while John was busy walking in town and taking photos. In the evening me and John had dinner at the Commercial, pretty good meals there too, \$7.50 for home made steak and kidney pie with all the vegies.

Tuesday 17/7: The road to Charleville was an easy pleasant drive and the Hotel Coronas where the boys stayed was very impressive, built in 1824, had all the memorabilia on display inside and it was first named 'Hotel Norman' ! I drove to a quiet park, cooked my evening meal and that night



I parked the bus at the back of a Roadhouse just out of town. In between I filled up at Blackall (222 km, 25.42 L, \$43.45), Augathella (215 km, 24.57 L, \$39.05) and at Charleville (97 km, 10.20 L, \$16.60).



Wednesday 18/7: We had rain at night, and in the morning the fog was very thick leaving for Toowoomba. It lasted about 60 km before it lifted. We arrived in Toowoomba in the pouring rain, not much we could do after we checked in at the Hotel. We caught a taxi to the Bowling Club and had a farewell dinner because in the morning we would part company. Norman and Mario were heading to Tamworth while me and John were going down the east coast via Labrador and Tyndale. In between I filled up at Roma (272 km, 31.49 L, \$51.00) and Dalby (266 km, 31.28 L, \$49.3).



Thursday 19/7: Me and John drove to Labrador via the Logan Freeway to meet Bob Scott. His late wife was the original owner of my 1973 Superbug, and after a coffee and a chat we headed towards Tyndale where we stayed the night with a friend of mine who operated a B & B. I filled up at Biggera on the Gold Coast (272 km, 30.19 L, \$49.40). We stopped for lunch and to buy some goodies at that Macademia Castle where that great huge Knight is standing guard. It was there when I realized I had lost my Eftpos card at that petrol station back in Biggera. Lucky I had a credit card in my wallet. No problem I rang the bank and cancelled the card and after 4 days received a new card in the mail.



Friday 20/7: This was the day we were waiting for, finally we were on the way home. I filled up at Grafton (229 km, 30.07 L, \$46.30). I gave the proprietor one of our Bug-Off cards and he said: "I heard about this on the John Laws programme," and I said, "well that was me talking to him!" From there we drove to Fredrickson and stopped to buy a gramma pie from Freddo's famous pies and then stopped for lunch at Taree where I also filled up (306 km, 37.08 L, \$57.35).

Once we hit Hornsby the traffic was bumper to bumper and I didn't get home till 7.15pm. I filled up at Toongabbie (302 km, 35.07 L, \$48.70). In summary we travelled 7,430 km, used 886 litres of fuel at a cost of \$1540. That means my Kombi averaged 12.07 L/100 km.

In conclusion, congratulations to Norman for a well planned trip and the money raised for the Cancer Foundation. He was on that laptop computer every night entering data and sending messages. Mario is a character I will never forget, he had the gift of the gab, a smooth talker and kept us entertained from start to finish. Norman and Mario reminded me of the 'Odd Couple' always throwing cheek at each other, very entertaining stuff. I also want to thank John who helped me drive and share the fuel costs with me. And last but not least I put in a photo of me and John Laws together because he supported our Cancer drive and allowed me plenty of airtime before and after the trip. You can catch the John Laws Show Monday to Friday between 9.00am and 12 noon on 2SM, 1269 on your AM radio station.

And finally, just for the record, Norman raised \$15,400 for Cancer Research and that figure includes just over \$1,000 raised by me and John - as the late Jack Gibson would say - 'You done good'.

Joe Buttigieg



The Toy Department.

Welcome to another Toy Department, all is very quiet on the VW model scene for the moment.

My only report this month is the release of another Matchbox Kombi, which can be found in the 5 pack series and again in red but with black bumpers and *camp Matchbox* livery and some pin stripes down the side.



Other differences are the VW badge on the nose is not highlighted in silver nor the headlights and front grill. Let's face it, it's another must have variation.

I was thinking of another choice colour and I think plain white would be a good variation and would go hand in hand with the 1968 version of the Matchbox Beetle officially number 15.



I have also included some other late 'sixties early 'seventies Matchbox VW models which include Beetle, Kombi, Camper, and Type 3 Fastbacks, all very sought after in mint and original boxes.



Anyway the final image is of a pink Matchbox Kombi. Not sure of the background and if it is in fact a new release or code 2 modification, or perhaps someone is just teasing us? That's all for now.

Tony Bezzina
kbezzina@bigpond.com

Eastern Creek Classic. Sunday 19 August.

Once again our Club flew the Volkswagen flag at the CMC's annual Classic Car show at Eastern Creek Raceway, or Sydney Motorsport Park as it now known. We were allocated 20 spaces, same as last year, but this time we were back on the grassy area beside the skidpan, to the left as you enter.

Each year the CMC celebrates various milestones, as nominated by the clubs. Last year we nominated the Type 3 and Superbug (1961 and 1971) for anniversaries; this year other clubs celebrated decade anniversaries for the Lotus Elan, Austin Freeway, Fiat X-19 and Torana LJ GTR-XU1, among quite a few others. Unfortunately there were no major anniversaries for VW models this year that we could nominate. The only possibilities were the Australian Standard Beetle (1962); the Australian market introduction of the T3





Transporter (1982), the B3 Passat and T4 Transporter (1992), and the fourth-generation Polo (2002). But not really 'classic car' stuff.

Anyway Lily and I arrived nice and early (7:30am) to find Jeff and his Dad already parked in the Club VW area. Pretty soon Laurie and Gwen, and Wayne, arrived in their Kombis, Ray and Shirley in Daisy and the brown Beetle, Peter in his oval and Brian in his Golf. We were just getting comfortable when we were all told to move our cars back and to the left; our area marking was wrong! Once done, a few more latecomers arrived and we went for a walk.



It was another huge turnout, taking advantage of the perfect weather. All the areas were soon full of beautiful classic cars of every make you can think of.

The track has been much developed in the last couple of years, extended and reshaped to make either several small



club circuits, or one large GP-style circuit. The pit areas are also much improved, with new amenities such as a glass-wall bar and bistro run by the ARDC that overlooked the main straight. A great place to sit and relax – they even have an ATM.

Plenty of goodies to look at in the pit garages, especially the hundreds of model cars for sale, old books and magazines and endless motoring bric-a-brac. Lily enjoyed the clown show in the kids entertainment area, and afterwards we had lunch at the improved snack stand.



The old Sydney double-decker buses were doing circuits of the track, with the fare just a gold coin. Kids love these rumbly old Leyland and AEC buses, especially when they get to sit at the front up top. There were also a couple of red London buses, which were similar and different at the same time.

By early afternoon Lily had had several ice creams and we had seen and done it all. We were content to sit at the VW Club area, talking to passers-by. The number of people who said they "used to own a VW" was quite amazing. We gave away a dozen or so membership forms.

Unfortunately Lily and I had to leave early this year, so



we packed up and left before our turn to drive the new track (which was at 3:20pm I think). We said our farewells and departed around 2pm, when the show was still very busy. Lily was sad that Kira couldn't come, but apparently Raymond and Grace were working.

A very enjoyable day to enjoy all the classic cars on a perfect day, fly the VW flag and promote our club among the thousands of other classic car fans.



Lanock Motors Maroubra.

I was driving through Maroubra last month, on my way to visiting the fabulous art deco Randwick Ritz cinema. From Bunnerong Rd I turned onto Maroubra Rd and headed towards Anzac Parade. On the left-hand side I passed the site of what used to be, for a few short years in the 1970s, a small branch of the main NSW VW agency Lanock Motors. For years afterwards it had just been a used car lot, but now was closed and marked for redevelopment. Another former VW agency site gone forever.

The site was signposted as being up for auction – ‘An Exceptional Residential Development Opportunity.’ No doubt whoever buys the corner site will build a block of home units there.



While most of us probably remember the big Lanock Motors branches at Camperdown, St Leonards and maybe Five Dock or Hornsby, this small one at Maroubra might not be familiar. It seems a shame for it to pass into history without some kind of tribute. What was its story?

With help from the local history department of the Maroubra Library, I've been able to put together a history of Volkswagen dealers in the eastern suburbs area. This was actually a bit difficult, as that library suffered a serious fire in the early 1980s and much of their collection – including old newspapers – was destroyed. Much of today's collection is copies from other libraries, such as Randwick. They don't have old local newspapers on file, as most libraries do. You

have to browse through binders of photocopies, and what they do have is not complete – there are numerous years missing.

The very first Volkswagen dealer in the eastern suburbs of Sydney was Lanock Motors at 78-82 McLachlan Ave Rushcutters Bay, set up in 1954 for receiving the first imported VWs arriving by ship at Woolloomooloo. In those days LNC Industries owned both Lanock Motors Volkswagen and Grenville Motors Rover. The following year, in 1955 the Rushcutters Bay premises became a Grenville Motors Rover dealer, swapping with Grenville's site at Camperdown (which became Lanock Motors Camperdown). The Rushcutters Bay premises still exist today, with the original 1930s building beautifully renovated. LNC lost the Rover franchise to Leyland in 1973, and it has been Sandersons Mercedes-Benz since then.



Meanwhile, Jack Jeffrey became the new Eastern Suburbs VW dealer with his premises at 218 Military Rd Dover Heights, established in 1955, and at 751 New South Head Rd at Rose Bay (established 1958). Jack Jeffrey was one of the very first entrepreneurial Volkswagen agents. He embraced Volkswagen from the earliest days, driving one of the four Volkswagens in the 1954 Redex Trial, the first one in which VWs competed. He didn't finish, as his rear brake drum came off on the Nullabor Plain (the split pin hadn't been replaced after a brake service in Perth).

Jack Jeffrey was right to embrace Volkswagen – from national sales of just 7,313 in 1955, sales grew to 13,456 in 1957, 21,002 in 1959 and 28,597 in 1960 thanks to VW's '55 Redex Trial win, a later win in the '57 Ampol (and close seconds in the '56 and '58 Ampols) and a clean sweep of the '56, '57 and '58 Mobilgas Trials. And of course the giant Clayton VW factory in Melbourne coming on line, with an annual capacity of 50,000 vehicles.

Meanwhile for the south-east, a new VW dealer was established at Maroubra in 1959, Pellegrini Brothers Pty Ltd, who ran their VW agency in conjunction with their Mobilgas Service Station at 116-120 Maroubra Rd. Also sharing Pellegrini's Mobilgas station was Harry Wilson's Car Sales, a used car dealer that had first set up at the site in 1949. The two businesses – Harry Wilson's Car Sales, and Pellegrini Bros Mobilgas/Volkswagen, shared the same Mobilgas Service Station site for three more years.

But in 1962 there must have been some sort of business or personal breakdown, or financial problems between the

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	Cash	Dep.	Wkly.
1959 VOLKSWAGEN Sedan. One owner. Genuine 10,000 miles. As good as new	£840	£210	£4/17/-
1958 VOLKSWAGEN Sedan. One owner, 31,000 miles. Radio like new	£695	£174	£4/11/-
1957 FORD ANGLIA Sedan. Black duco, clean car	£455	£155	£2/16/-
1957 MORRIS MINOR 1000. Gen. 18,000 miles, one owner, like new	£565	£189	£3/9/3
1956 VOLKSWAGEN Sedan. No faults	£575	£192	£4/17/-
1956 MORRIS MINOR 4-Door Sedan. Mech. very good	£425	£142	£2/13/2
1956 AUSTIN A/30 4-Door Sedan. In clean, excellent order	£385	£128	£2/8/6
1956 RENAULT De Luxe Sedan, radio. Full price only	£315		
1955 HOLDEN SPECIAL Sedan. 44,000 miles, 2-tone grey. Elasta fab trim. Faultless	£540	£180	£4/10/-
1955 FORD CONSUL Sedan. Really clean and good	£435	£145	£2/16/6
1954 HOLDEN Special Sedan, immaculate inside and out	£480	£192	£3 15 6
1954 VAUXHALL VELOX Sedan. Genuine 33,000 miles. Really immaculate. No faults	£480	£192	£3/15/6
1954 MORRIS MINOR Utility. Reg. 12 months. A faultless vehicle	£240	£95	
1953 CUSTOMLINE Sedan. Gleaming black duco. Really immaculate with no faults	£495	£198	£3 17/-
1953 HOLDEN Sedan. 2-tone. Very clean. Mechanicall good	£360	£150	£2/18/-
1952 HOLDEN Ute. A very good appearance vehicle, mechanically excellent	£340	£160	£2/8/-
1952 HOLDEN Sedan. 1 owner. Really a good vehicle	£325	£163	£2/16/-
1951 VAUXHALL VELOX Tourer. A pretty vehicle	£200	£100	£1/17/6
1951 AUSTIN A/40 Convert. A good, clean car	£140	£70	£1/10/-
1951 CHEV. Sedan. 2-tone, radio, excellent clean order	£435	£268	£3/-/-
1950 FORD PERFECT Sedan. Navy blue	£165	£83	£1/12/6
1948 STANDARD Tourer. Very clean	£90	£40	

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two. Harry Wilson suddenly moved out of the Pellegrini Mobilgas station, and instead set up his used car business at Kingsford – at 648 Anzac Parade, on the corner of Botany St – one block down from Souths Juniors. I am not sure when he finally closed (retired?), probably in the late '60s or early '70s. The small corner site was a petrol station for years afterwards but recently demolished for a unit block.

Pellegrini Bros continued alone, trading as an Authorised Volkswagen Centre (and no mention any more of the Mobilgas business). But then, shortly after, they went out of business in 1963. It would be interesting to find out what happened behind their closure and the split with Harry

Wilson, but the library couldn't shed any light on it. But after just four years, there was no longer a VW dealer in Maroubra.

The Pellegrini Mobilgas site became a Ford dealer, and traded through the 1960s and 70s. After that the entire block was demolished, and today it is a very large residential apartment and shopping centre development called Newington Towers (116-132 Maroubra Rd).



To replace Pellegrini Bros as the district VW dealer, Jack Jeffrey opened a new agency at Bondi Junction in 1963, at 87 Spring St. This site had previously been a Jack Jeffrey VW mechanical workshop (opened in 1959), but was now a full VW agency with new and used car sales too. Jack Jeffrey advertised that his Bondi Junction branch was now 'the only Authorised Volkswagen Sales and Service Agents in the Eastern Suburbs.' He closed his Dover Heights agency in 1964, but continued trading at his Rose Bay and Bondi Junction branches until his retirement in 1971. From the late 1960s he also sold Mercedes and Toyotas.

The Jack Jeffrey Dover Heights agency building is still there, a little two-storey corner shop with a cafe on the ground floor (which must have once been a small showroom). You can still see the driveway that once led to the service bay down the side. See the photo top of the next page.

The Jeffrey Rose Bay site is still there too, almost straight across the road from what was once the magnificent 1920s Wintergarden Theatre (demolished in the 1980s and replaced by the Wintergarden apartments). Right next to Rose Bay Post Office, the former VW dealer is now Clayton

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1956 ZEPHYR SED., Mk. 2 Two-toned, white walls. £565 or £142 Dep.	1958 HOLDEN F.C. PANEL VAN A beauty £595 or £200 Dep.	1957 HOLDEN F.E. Ex-cab. Reg. 1 year. Full Price only £395	1954 HOLDEN F.J., ex-cab Good tyres and reg. Full price £275	1954 HOLDEN UTILITY Good tyres and reg. Looks and runs well. Full price £295
1960 V.W. SEDAN As new, 1 owner, 17,000 m. £750 or £190 Dep.	1958 V.W. SEDAN Must be cheap buying at only £545 or £137 Dep.	1955 A30 AUSTIN 4-Door SEDAN. A beauty. £295, or £75 Deposit.	1950 VAUXHALL TOURER 6-cyl. motor, good hood goes well Full price £95	1950 MORRIS MINOR CONVERTIBLE A very tidy vehicle. Only— £140 or £70 Dep.

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 Mondays to Fridays to 8.30 p.m. Saturdays, Sundays and
 Holidays to 6 p.m.



Jack Jeffrey must have given LNC Industries, and their VW sales division Lanock Motors, plenty of notice that he was going to retire in 1971. In that year, by way of replacing Jack Jeffrey's Bondi Junction agency, Lanock Motors opened a new branch at Bondi Beach, on the corner of Roscoe and Gould Sts (just behind the beach shopping strip). This one traded until 1978, by which time VW was dying out in Australia. Today the site (opposite the Police Station) is an apartment block.

In spite of the fall in VW sales in the early 1970s, Lanock Motors' parent company LNC Industries was in expansion mode in attempts to maximise their profits. Apart from VW they also distributed Fiat, Rover, Rambler, Chrysler, Colt and Bellett; Deutz and Seddon trucks, Yamaha motorbikes and outboards and McCulloch chainsaws. They would soon expand into printing, photography supplies, ladders and chain and business finance.

In 1970 LNC Industries reported they had purchased 70% of Taylorcraft (Air Cushion Vehicles) Pty Ltd, who were negotiating a licence to manufacture hovercrafts (ACVs) for distribution in Australia. LNC saw a profit opportunity, but not surprisingly this didn't work. In 1971 LNC reported that 'progress was considered unsatisfactory,' and losses of \$122,226 were incurred. Consequently LNC bought the remaining 30% of the shares, terminated the licence agreement and all plans to manufacture and sell hovercrafts.

In 1972 LNC reported that Taylorcraft (Air Cushion Vehicles) Pty Ltd had incurred another loss, one of \$42,030 in the early part of the financial year. The name of the company was then changed to 'Lanock Motors (Maroubra) Pty Ltd.' This new branch of Lanock Motors (by then the largest Volkswagen agency group in Australia) opened on 54 Maroubra Rd Maroubra, on 22 November 1971.

Lanock Motors Maroubra however was not a giant setup like Camperdown or St Leonards. It was little more than an open used car lot, with one small building comprising two sales offices, facilities and a service bay. There was the standard illuminated 'Lanock' sign, and a large painted 'Lanock' on the flat adjacent wall. The yard was concreted, with a dark-blue painted metal fence around the perimeter. New cars were available (Volkswagen, Audi and later Subaru), with several demonstrators on location, but there was no showroom, and cars were delivered from Camperdown. Most of Lanock Maroubra's business was selling used cars.



Bespoke, an exclusive dealer for pre-loved expensive and exotic cars. It's easy to imagine the stately whitewashed building being an old-school Volkswagen dealer.



There's no trace however, of the third Jeffrey agency at Bondi Junction. It was just next to what is now Easts Leagues Club. The entire block has been completely rebuilt since the 1970s and is now the site of the Eastgate shopping complex and several towering apartment blocks.

Volkswagen sales went into terminal decline in the late 1970s after the Melbourne factory was sold to Nissan, and the now fully-imported Golf, Passat and Kombi range became way overpriced. LNC was interested only in their profit margin and would not negotiate lower prices to maintain sales levels. If VW sales fell, they simply looked instead to their other ranges or new ventures to maintain profits. VW dealers were closing everywhere. Lanock Motors closed their City and Five Dock branches in 1974 and their Bondi Beach, Killara and Hornsby branches in 1978. The Maroubra branch survived until 1981.

By the late 1970s LNC owned the Larke Hoskins chain of car dealerships (originally Austin/BMC, later Leyland, then Honda, Renault, Peugeot and Lancia). In 1979 the Larke Hoskins agency at 268 Oxford St Bondi Junction began selling VW/Audi and Subaru alongside their other brands (their agency at Miranda followed in 1984) but both these arrangements ended in 1987 after LNC lost the Australian VW franchise. Larke Hoskins survived the subsequent breakup of LNC Industries, and today trades as an independent Honda dealership group. Their Oxford St site was bulldozed in the late 1980s and a tall apartment building built on that site.

For years afterwards the former Lanock Motors Maroubra site was a local anonymous used car lot, trading quietly on Maroubra Rd under a number of different names and owners. A 'Lanock Motors' sign existed on the Royal St entrance gate as recently as 1983. However the used car lot



finally closed in 2011 and the on-site buildings demolished ready for redevelopment. The land is worth far more as a block of apartments than a used car lot.

Today the only Volkswagen agency in the Eastern Suburbs of Sydney is Barloworld, a South African multinational company that first established at Mascot in 2004. Today they are the largest VW agency chain in Australia, with two branches in Sydney (Five Dock opened in 2007) and three in Melbourne (Glen Waverley, Mentone and Moorabbin).

Phil Matthews



LANOCK MOTORS MAROUBRA



★ VOLKSWAGEN
★ PASSAT

★ SUBARU
★ AUDI FOX



TOYOTA CORONA SE 1974 manual sedan, fitted with air conditioning and has only travelled 9,836 km. One owner, with books. Light green with black trim. GXT-811.



ESCORT 1300XL 1974 manual 4-door sedan. Orange duco with beige trim, radio equipped, 10,000 miles and registered until September 1976. HEJ-776.



MAZDA 808 SEDAN 1974 4-door manual. Yellow in colour with black trim. Registered until March 1976. Easy terms available. GGO-805.



DATSUN 120Y COUPE 1974, T-bar automatic, one owner with books, and has travelled 3,638 km. White in colour with brown trim, suit new car buyer. GXE-996.



PASSAT TS COUPE 1974 model. White with black trim. Reg. till June, 1976. Fitted with stereo cassette, transistorised ignition and many useful extras, an enthusiast's delight. GWS-411.



DATSUN 1200 COUPE 1973 model, 29,530 miles. Reg. till August 1976. Test drive this sporty excellent performing and economical little imported Japanese car today.

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CALL AND INSPECT OUR LARGE RANGE OF GOOD QUALITY USED CARS.

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54 MAROUBRA ROAD, MAROUBRA

OPEN ALL WEEKEND

349-1268



Filling a niche: the Syncro's 4WD option is guaranteed foolproof

Syncro makes it simple.

Sunday Telegraph, 5 February 1995

Just when I thought I had seen every variation on a Volkswagen theme, up popped the latest 4WD version of the T4 Transporter.

Called the syncro (with a small 's' and NO 'h'), this 4WD is not to be confused with the go-anywhere off-road brigade that wants to climb tall mountains and ford deep rivers.

The advantage of this 4WD set-up is to get a vehicle from point A to point B without getting stuck in the mud or sliding down a hill.

One of the most difficult types of terrain off-road is a grassy paddock with a slight incline. It's this type of use that favours the Transporter syncro in its 4WD aspect.

The vehicle on test was a 2.4 litre, diesel-engined, five-cylinder version in cab chassis form with a tray back.

And if any endorsement of whether a niche exists was needed, it was well and truly provided by the local Moss Vale building brigade.

Down our way the recent favourite for builders and plumbers has been a 75 Series Toyota Landcruiser, but they were all attracted to the VW Syncro by the vastly superior comfort levels of the cabin coupled with the low tray height and ease of access.

Add the option of all-wheel drive for the odd day when everything goes wrong and the syncro suddenly had a heap of admirers.

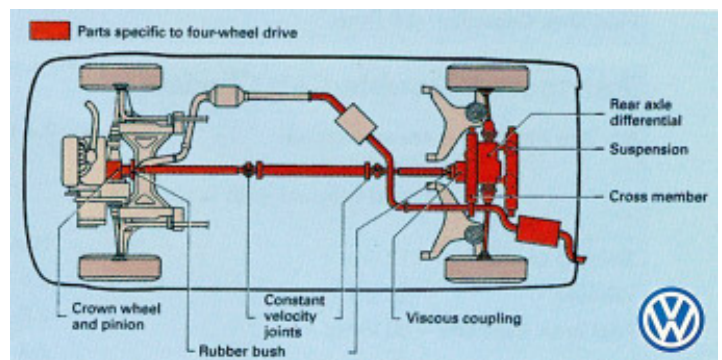
The potential for takeover of the niche for rural buyers that don't need a heavy duty 4WD but do need good traction is huge.

The diesel engine drives like a petrol in terms of being a free-revving unit and on the open road performs like a car.

In general use the VW operates in front-wheel drive only, giving superior ride and handling. When the drive starts to slip on the front wheels, the VW takes it upon itself to apportion drive to the rear wheels in whatever quantity it believes is necessary to provide the best traction.

There are no switches to select 4WD manually - it's all done by the vehicle.

The instrumentation of the cabin is identical with that of the 2WD versions and unlike the previous T3 Syncro model there are no manual select buttons for differential locks.



Maximum power of our swirl chamber five-cylinder diesel is a respectable 57 kW at 3700 rpm, with peak torque of 164 Nm rated at 1800-2200rpm. TKM also sell a 2.0-litre 4-cylinder Digifant petrol (62 kW/159 Nm), or a 2.5-litre 5-cylinder Digifant petrol (81 kW / 190 Nm) but the syncro option is only available on the fives. The diesel Transporter is available in either 5-speed manual or 5-speed manual with syncro 4WD. Only the 2.5 petrol has a 4-speed auto option; the auto is front-drive only.

The all-wheel drive aspect of the Syncro comes in when one axle rotates at a different speed from the other. And the drive engages within less than a quarter turn of a wheel.

The Syncro system freewheels until required - an important point as far as vehicle abuse by unskilled drivers is concerned.

The heart of the system is a coupling which acts as a centre and rear differential. This is made up of 59 closely set steel plates, half attached to the axle and half to the tailshaft, through which flows a thick silicon-based oil.

If everything goes at the same speed the oil remains fluid and there is no connection between the front and rear axles. But as soon as one axle rotates at a different speed, the heat generated locks the fluid link and connects the rear drive.

The whole appeal of the Syncro centres on simplicity, comfort, versatility and price.

A Toyota Landcruiser 75 Series chassis cab with the 4.2 litre diesel costs \$45,440.

Head for your VW dealer and the price for either the 2.4 litre diesel or 2.5 litre petrol is identical at \$34,990.

If that's not sufficient temptation then the option of a crew cab, five sealer priced at \$39,490 has to be the bargain of the building site.

1969 Volkswagen goes fully automatic.

The Gosford Star, 11 June 1969

Volkswagen has announced the launching of their first fully automatic vehicles. The transmission will be available in three new international models - the 1600 Fastback, Squareback and Sedan.

These models reflect Volkswagen's new marketing organization's determination to penetrate and expand existing markets. They are the current European and North American models, and as such, contain the very latest overseas technical and design developments.

Mr. Donaldson, Managing Director of Volkswagen Australia Pty. Ltd., said, "These vehicles contributed significantly to Volkswagen's world-wide production increase of 10 per cent in the first quarter of 1969."

The fully automatic transmission is pure Volkswagen and has taken 10 years to develop. In the Volkswagen tradition, its standard of operation is extremely high.

Little Loss

There is very little power or fuel consumption lost with this transmission, a feature not found in most other automatic cars.

The fully automatic transmission consists of a normal three-speed gearbox connected to the engine via a hydro-dynamic torque converter. Any of the three forward gears are engaged automatically depending on engine load and road speed.



The automatic transmission functions outstandingly well with rapid changes up and down, almost as accurately as a conventional manual gearbox but with much less effort. Acceleration is smooth and rapid with minimal power loss.

Changes

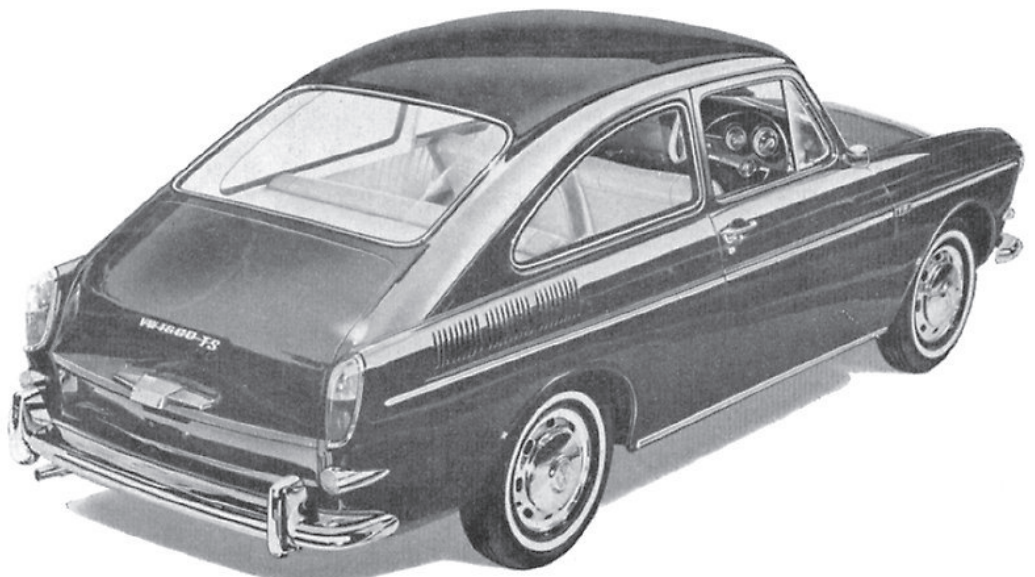
Volkswagen's policy of not changing for change's sake is borne out in the styling of these vehicles. They are similar in appearance to the previous models. However, many changes have been made inside and underneath the new 1600 series.

Some of these changes include:

- A double-joint rear axle, which provides exceptional road holding under all driving conditions.
- An emergency four way flasher for vehicles stranded on main roads.
- Dual circuit brakes with powerful front discs.
- Front seat back rest locks.
- Burst-proof locks with safety door handles inside and out.
- Collapsible steering wheel with impact absorbing column.
- Additional stabiliser on the front axle.
- Collapsible inside rear-view mirror.
- Safety reinforced front body panels.
- Carpets.

Perhaps the most outstanding feature of the new automatics is their fuel economy, while retaining virtually manual power.

These vehicles available at Roberts Auto Centre, Gosford, reflect Volkswagen's trend to provide the car buyers in Australia with the latest product benefits from their enormous international resources.



Valve covers.

Back in the Good Ol' Days, whenever that was, one of the most common of the lo-buck tricks me and the other fools applied to Volkswagens was to install a set of rocker arms that had a ratio higher than the stock one-to-one. That should give you the clue that I'm talking the 1950's here. (The rockers on later engines were one-point-one to one and the VW industrial engine that ran on alcohol was one and a quarter to one... but I'll get around to that in another article).

There were lots of tricks in making up a set of 'ratio' rockers. You'd usually have to bush the bore, since the VW uses a rocker shaft having a rather small diameter. Once you'd bushed your donor rockers you'd hone them to match the VW shaft. Or not bush them and make a new shaft and modify the heads to accept it. Lotsa ways to skin that particular cat.

American custom is to put the adjusting screw on the push-rod side of the rocker arm (stock VW rockers have the adjuster on valve-side). Unfortunately, the adjuster would often hit the valve cover, which could be kinda interesting if you hadn't figured that out ahead of time. If you had, you'd heat up the valve cover in the area where the rocker was making contact and forge a little blister to make room for the adjusting screw. Which worked fine, so long as you stuck with the stock cam, which doesn't have a lot of lift.

In the early 1960s, following the introduction of the 1300cc engine, things got a lot more interesting with folks offering high lift cams and higher ratio rockers specifically for the VW. Now the rockers weren't just hitting the valve cover, they were knocking the thing clean off the engine.

What was needed was a deeper valve cover. And as you've probably guessed, they soon appeared on the scene. Cast aluminium. Leaked like a bitch.

Turns out, those pretty cast aluminium valve covers not only leaked, they ran hotter than the steel covers. That's because folks liked to polish them up, get them shiny as a silver tea pot. And that shiny surface did exactly what all shiny surfaces do and reflected the heat of the oil back into the valve gallery. And of course, they leaked like a bitch.

The leaking is an artefact of the casting, which is just a thin shell. A thin cast shell. Not real strong. Clamp or bolt the thing to the head of a Volkswagen engine, as soon as it heated up it would distort and as soon as it distorted, it would leak.

The solution to the leaking problem was two-fold. First, you had to cast some ribs inside the valve cover; you had to make it stronger. The ribs stiffened it up so that it didn't distort so badly once it heated up. You also had to make the casting thicker. It weighed more of course but nobody cared about that. Second, you had to abandon the stock valve cover gasket and go to a specially moulded O-ring type jobbie that socketed to the sealing surface of the cast cover. Expensive as hell but if you wanted to run ratio rockers and wanted to keep enough oil in the engine to finish the course, you didn't have much choice.

They still ran hotter than the steel covers but the cure for that was pretty simple. You blasted those mothers to within an inch of their lives then had them anodized black. The blasting gave them an 'infinite' surface and the black dye improved the thermal transfer properties.

Of course, they ended up costing one hell of a lot more than the stock valve covers and weighed nearly twice as much but that's what was on the engines crossing the finish line first

so naturally all the kiddies had to have them. Until they saw what they cost. So the after-market retailers whipped up these cheapie cast covers and sold millions of the things to naive youngsters.

Seeing cast aluminium valve covers on a flying Volkswagen is one of those reverse IQ tests that tells you quite a bit about the fellow who built the engine.

Don't take my word for any of this. Go weigh the things. Be sure to include the bails with the steel covers. And the studs, barrels, O-rings and what-not with the aluminium covers. Their thermal emissivity is equally easy to check, especially if you have one of those IR thermometers. Most impressive of all is an IR photo. Just put an aluminium cover on one head and a steel cover on the other. Saves you a thousand words.

No one believes it of course. Conventional Wisdom sez cast aluminium covers are a necessity for any flying Volkswagen. Indeed, almost everybody uses them, especially those folks trying to sell you dune buggy engines with a fan on the nose :-)

So what about the real engine builders running high-ratio rockers with blueprinted valve train geometry that requires a deeper valve cover? You section the original steel covers and make up new bails. Not nearly as pretty but if you're more interested in the steak than the sizzle, sectioned valve covers were the way to go.

Herez how. Have you got a stock valve cover handy? Weigh it. 345 grams, right? That's a VW valve cover (look for the VW logo just to the right of the centre rib.) There are some after-market covers made from thinner gauge metal that weigh as little as 250 grams. Okay, now look at the area of the valve cover just above the flange for the sealing gasket. Notice that the side wall of the valve cover has only a slight amount of draft; it's almost perpendicular to the flange of the sealing rail. (You know it can't be perfectly perpendicular because it's a one-shot stamping; all such stampings require some amount of draft.)

You can section a VW valve cover by nearly an inch, although that would be unusual. The typical high-lift rocker needs less than half an inch of additional clearance. Most guys section the cover at about 20mm above the gasket rail then allow the donor valve cover to overlap. Do a few tack welds to keep things lined up then dress the edge for a gap-free fit. TIG is best here; the valve cover holds the gas and you can really roar along. But gas or even MIG works too. I've heard of them being brazed but I've never seen one done that way.

After it's welded you can clean things up with the grinder. Some guys leave the donor gasket rail hanging right there. They say it stiffens the thing up. When using a stock valve cover for the base I've never found any need for additional stiffness and usually cut away the donor's gasket flange before doing any welding. If you use a stock valve cover as the base and a lighter, after-market cover as the top, it should end up weighing about the same as a stock cover yet it will be about five-eighths deeper.

To section the bails, cut them on the side. Don't cut them to length, allow them to overlap at least 25mm. Set up a head and a sectioned valve cover as a welding jig but do not install a gasket. Position the parts of the bail so that they overlap uniformly on both sides (I put one wire down below the other, relative to the engine running position). You want the bail tight to the valve cover, and you want a heat-sink on

the little end, where it hooks into the head. Do a couple of tack-welds with MIG or TIG then do the finish weld on the bench. I generally use MIG because it's faster; way back when, I used gas. Be sure to keep the heat away from the little end; the bail is music wire - high carbon steel - you don't want it to lose its temper. Clean and paint the bail. Use an enamel if you got it and give it a good heat cure. Add the weld to your pre-flight inspection (just look for any cracks in the paint).

Keep in mind, the only reason to section a valve cover is when you need additional clearance. Most engines do perfectly well with stock VW covers and bails.

In more than fifty years of almost-daily hands-on VW experience I have never seen a broken valve cover bail that wasn't due to a collision. Nor have I ever even heard of one breaking, except from the fat man in the funny jump suit at the Ramona fly-in twenty years ago.

As for securing the bail, you safety-wire it. Just like we've always done. Go dig up a picture of those little Jodel's from the 1950's, lookit the way the safety wire runs down from the top of the head, around the bail, and is secured to the bottom of the head.

Cast aluminium valve covers are standard equipment for the Dune Buggy set although they are rarely seen at the finish line of off-road events. That's because the stock valve covers cost less, cool better, weigh less and seal better than the typical after-market cast aluminium valve covers. Plus, they tell you a lot about the guy who built the engine :-)

VW fuel tanks.

One bit of bad advice you'll frequently hear is to install a fuel filter in your fuel line between the fuel pump and the carb. Don't do it.

The added mass of the filter combined with the vibration of the engine and road serves to wiggle the brass ferules out of the carb and fuel pump. When that happens - if you happen to have some marshmallows with you, fine, otherwise there's little you can do but stand by and watch it burn.

Volkswagen used untreated mild steel for their fuel tanks. Because of the age of the typical Volkswagen, the fuel tank and fuel lines are generally quite rusty; that is the source of the residue you find in the carb bowl. Adding another filter (you already have two) deals only with the symptom, the real solution is to tackle the rust itself.

The factory service manual addresses fuel tank refurbishing in considerable detail but the real secret to success is what you do after you get rid of the rust, which is to use a chemical sealant commonly called 'sloshing compound.' You pour it in and slosh it around, then allow to dry. Be sure to remove the strainer first. This is some very tough stuff, used in metal fuel tanks on aircraft.

A rusty fuel pipe is a more serious sort of problem since the location of the pipe within the central hump makes replacement difficult, best done when the body is removed from the chassis. Another fix is the use of an externally routed replacement fuel line, described in one of my earlier articles.

Cleaning your existing filters and even adding another can buy you a little time but please do not install it within the engine compartment. Under the fuel tank is the safest place, followed by under the rear seat deck (ie, near the nose of the

transmission). Veedubs love to burn; they're very good at it.

Your fuel system already has two strainers installed, one in the fuel tank, the other in the fuel pump. The latter is often overlooked as a maintenance item. On the late model pumps it is under the top cone, in early pumps it's behind the big brass nut. When you have a rusty fuel system you should clean the fuel pump strainer when you do your oil change. (But be careful, remember the fuel will flow by gravity once the system is opened.)

Rust forms in the fuel system due to water vapour from the atmosphere. When it condenses it collects in the lower-most stampings of the fuel tank, a depression around the fuel outlet fitting, where it produces pin-hole leaks. VW fuel tanks are not made of terne-plate (lead-coated steel normally used for tankage by American auto manufacturers) but are just common mild steel sheet. Once liquid water is present in the fuel system it's difficult to remove without draining the tank through the filler neck (ie, up-ending the thing). As a general maintenance item the usual method is to add a 'dryer' to your fuel, as frequently as dictated by your local climate. Gas 'dryer' is nothing more than wood alcohol (methanol) and is available at any auto parts store. Being hygroscopic, the alcohol mixes with the water and, if there isn't too much water, will be burned as fuel.

The water/rust problem is less frequently seen on vee-dubs fitted with the full array of pollution control devices, since the fuel tank is not vented directly to the atmosphere.

If your fuel tank is seriously rusted, the wiser course is to replace it rather than repair it. (I'll pause here and wait a minute until all the welders stop rolling on the floor with laughter.) Replacement fuel tanks are available although the workmanship is rather shoddy; they often arrive already rusty. If you buy one it's a good idea to treat it as if you'd made it yourself, removing the existing paint, smoothing up the welds (bloody dangerous!) and repainting it with a high quality epoxy. The interior should be sloshed as a matter of course. Serious rebuilders have their new or repaired fuel tank powder-coated, which bakes the enamel to both the interior and exterior surfaces. The super-serious (and wealthy) have a new tank fabricated from stainless steel or aluminium.

Working on the fuel tank is one of the easier tasks of VW maintenance (at least, on a bug :-)) since it is so accessible, held down with just four clips and bolts, and at waist level. This isn't true for '68 and later models; the filler neck is especially difficult to re-seal. And for buses - well you gotta take the engine and gearbox out first. Be sure it's empty before working on it - 0.8 kg for every litre can make a heavy load - and that you have new fuel line on-hand. The existing fuel line under the tank will probably break like a stick when you try to disconnect it. (Lift one side of the tank, peek under, reach down and wiggle it loose.)

Of course you'll unscrew the filter from the bottom of the tank and clean or replace it. You'll also use use brand new flexible hose when you put it back together, and remember this is the best place to add an aftermarket filter if you wish.

Pulling the fuel tank also gives you an opportunity to remove the ten kilos of sand & gravel that accumulates on the 'smuggler shelves' behind the wheels over twenty or thirty years. Give the area a good clean, degrease and a new coat of paint; good preventative maintenance.

Bob Hoover

Our big leap forward.



The revolutionary new automatic stick-shift Volkswagen has a bigger engine 1500 cc. It gets you through the gears a lot faster, even though you don't have to use the floor-mounted stick-shift very often. You'll get going faster. You'll climb faster. You won't be reaching for the clutch because there isn't any clutch.

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New disc brakes in front.



Safety dual braking system.

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See your dealer and drive the revolutionary new Volkswagen.

Or if you prefer a gear-change Volkswagen, he can show you one for \$1789. State capital city price.

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