

# Zeitschrift



Farewell club member Ray Pleydon (1938 - 2013)

**July 2013**

**IN THIS ISSUE:**

**Ray Pleydon tribute  
Joe's holiday to Malta  
Berry Blast From The Past  
Sheetmetal welding tips**

**Norm's Fish n Chips run  
VW recall latest  
Audi wins Le Mans  
Plus lots more...**



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

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



# Club VeeDub Sydney Committee 2012-13.

<b>President:</b>	Steve Carter	0490 020 338
	president@clubvw.org.au	
<b>Vice President:</b>	David Birchall	(02) 9534 4825
	vicepresident@clubvw.org.au	
<b>Secretary and: Membership:</b>	Bob Hickman	(02) 4655 5566
	secretary@clubvw.org.au	
<b>Assist. Secretary:</b>	Wayne Murray	0414 253 797
	assistantsecretary@clubvw.org.au	
<b>Treasurer:</b>	Martin Fox	0411 331 121
	treasurer@clubvw.org.au	
<b>Editor:</b>	Phil Matthews	(02) 9773 3970
	editor@clubvw.org.au	
<b>Assistant Editor:</b>	Lily Matthews	
<b>Webmaster:</b>	Aaron Hawker	0413 003 998
	webmaster@clubvw.org.au	
<b>Book and DVD Librarian:</b>	Joe Buttigieg	0449 291 642
	library@clubvw.org.au	
<b>Tool Librarian:</b>	Bob Hickman	(02) 4655 5566
	tools@clubvw.org.au	
<b>Merchandising:</b>	Raymond Rosch	(02) 9601 5657
<b>Assistant Merch:</b>	Kira Rosch	
<b>Raffle Officer:</b>	Christine Eaton	(02) 9520 4914
<b>Vintage Registr:</b>	John Ladomatos	0449 236 076
	vintage@clubvw.org.au	
<b>VW Nationals Committee:</b>	David Birchall	(02) 9534 4825
	Bob Hickman	(02) 4655 5566
	Aaron Hawker	0413 003 998
<b>Motorsport Captain:</b>	Rudi Frank	0418 442 953
	motorsport@clubvw.org.au	
<b>VW Motorsport Committee:</b>		
Brian Walker	Aaron Hawker	John Ladomatos
Amanda Stevens	Norm Robertson (JP)	
<b>General Committee:</b>		
Laurie & Gwen Murray	Ray & Shirley Pleydon	
Leigh Harris	Grace Rosch	
Mark Stevens	Quentin Robbins	
<b>Canberra Committee.</b>		
<b>Chair:</b>	Bruce Walker	wvevents@dodo.com.au
<b>Vice-Chair:</b>	Rhiannon Walker	rhiannon_w@live.com.au
<b>Secretary:</b>	Iven Laufer	laufers@bigpond.com
<b>Treasurer:</b>	Bruce Walker	0400 119 220
<b>Registrar:</b>	Iven Laufer	(02) 6254 1142
<b>Merchandise:</b>	Jay Pozzi	jay_1965vw@hotmail.com

## 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 with email details receive Zeitschrift as a full-colour PDF from our website. Printed black and white copies are available in limited numbers at the meetings.

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-on) are also available at [www.clubvw.org.au](http://www.clubvw.org.au)

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

## We thank our VW Nationals sponsors:

### 26 years.

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

### 20 years and over.

Aust VW Performance Ctre	Stan Pobjoy Racing Engineering
North Rocky & Import Parts	Wolfsburg Motors Sydney
Shannons Car Insurance	

### 15 years and over.

Indian Automotive	Reliable Automotive Services
Mick Motors	Wayne Penrose VW Engineering

### 10 years and over.

All Metal Bumpers	Mobile Model Cars
BWA Auto	NRMA Insurance
Cupid Wedding Cars	Unicap Pty Ltd
Defender Safety	Würth Fasteners Australia
Harding Performance	

### 5 years and over.

Antique Tyres	Red Van Tyre Colouring
Artemi's T-Shirts	Rod Penrose Racing
Black Needle Motor Trimming	VA Spares
Camden GTI Performance	Volkspower
Canberra VW Centre	VW Classic Kirrawee
Classic Vee-Dub	VW Magazine Australia
Custom Vee Dub	Westside Mufflers
Euro Automotive	Wolfsburg Auto Melbourne
Gold Coast Vee Dub	

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



Don't miss the

★

★

**Club Veedub**  
**Movie Matinee**

**Saturday 20 July**

**Civic Theatre**  
**McMahon St Hurstville**

**\$5 entry for Adults, kids under 16 free**

**Doors open 2:00pm**

**Programme starts 2:30pm**

**Intermission at 4pm (30 min)**

**Programme ends 5:15pm**

★

★

**A fabulous selection of unique Australian Volkswagen films, together for the first time on the big theatre screen!**

- Australian VW TV ads from the 1960s
- Young Is The Land (1962) - Volkswagen in Australia
- The Shape of Quality (1963) - touring the Melbourne factory
- Antarctica 1 (1963) and Taxi To Rumdoodle (1963)
- Redex Trial (1955) - the Movietone film of the event

**Council parking available next door (McMahon St, Hurstville)  
Theatre snack bar open (licenced)**

**All Volkswagen fans and their families welcome!**



# **VW Winter Break**

## **2nd - 4th August 2013**



**Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW**

Caravan park is walking distance from the town centre.  
Catch up with your VW friends in a relaxed atmosphere.

Participate in activities or just veg out.

All VW enthusiast and clubs are invited to attend.

### **Programme**

**Friday 2nd August 2013**

**4.30 pm Meet and Greet at camp kitchen, Prawns and Pizza**

**Saturday 3rd August 2013**

**8.00 am Run to Stan Pobjoys via Bruxner Park Lookout**

**10.00 am Morning tea at Stan Pobjoys**

**12.00 am Lunch at Coffs Harbour Fishing Club**

**2.30 pm Karting at Raleigh Raceway**

**4.30 pm Prawns and Pizza at camp kitchen**

**Sunday 4th August 2013**

**8.30 am Show and Shine on village green at Sawtell Caravan Park**

**Enquires contact;**

**Ray Vanderkly 02 6658 4422 ah**

**Steve Carter 0490 020 338**



# German car clubs' Bowling Challenge !



It's the German car 10-pin Bowling Challenge !

Mercedes v Porsche v BMW v Volkswagen

\$18.00 per adult per game (10 frames)

\$ 15.00 for kids

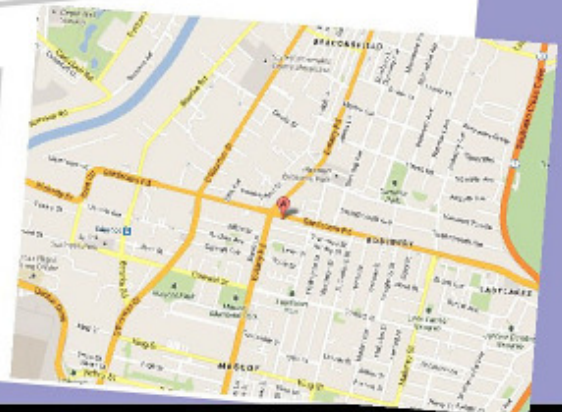
Best VW bowler holds the Club VW Trophy!

Come along and play for your VW club!



**Friday 16 August**  
**from 7:30 pm**  
**(bowling begins 8:00pm)**

**MANHATTAN Superbowl**  
**549 Gardners Rd,**  
**MASCOT**  
**[www.msb.com.au](http://www.msb.com.au)**



- Brand-new 10-pin 'Retro' bowling centre !
- State-of-the-art light and sound
- Computer-aided tracking and scoring
- Snack bar and amusements available

Book your place with the Mercedes club at [events@mbcns.org.au](mailto:events@mbcns.org.au) or phone 0408 228 305.







**Council of Motor Clubs Presents  
The Shannons Sydney Classic  
Sydney Motorsport Park, at Eastern Creek  
Sunday 18th August 2013**

**Displays for 2013  
A special display of  
1963 cars.**

Please let us know if your club has that special 1963 car, which you would like to add to the display.

This year we are celebrating our 50th Anniversary together with the following Marque & Club Anniversaries:

100 years of the Aston Martin Company  
100 years of the Morris Register  
90 Years of the Jowett Club  
60 years of the Corvette  
60 years of the FJ Holden  
60 years of the MG Magnette  
50 years of the Porsche Club of NSW  
50 years of the Porsche 911  
50 years of the Nissan Cedric  
50 years of the Nissan Bluebird  
50 years of the EH Holden  
50 years of the Rover P6  
40 years of the Leyland P76  
40 years of the Chrysler Restorers Club  
40 years of the 48 & FJ Holden Owners Club  
20 years of the Sydney Datsun Club.

Email: [secretary@councilofmotorclubs.org.au](mailto:secretary@councilofmotorclubs.org.au)

**Saturday**

Gates open at 10am  
**FREE ENTRY & PARKING.**  
TRADE DISPLAYS & SALES IN  
PIT GARAGES ALL DAY  
CSCA SUPERSPRINT CIRCUIT EVENT 10:00 AM

**Sunday**

Gates open to the Public at 10am

Over 1900 Veteran & Classic vehicles from 150 clubs on display and on parade, including cars, bikes, scooters and military vehicles.

- Double-decker bus rides around the track,
- Concours Display
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Live music.
- Don't forget, Father's Day is coming up soon!

It's a day for all the family with lots of things for Dad, Mum & not forgetting the kids with clowns & face painting

General admission \$15

Kids under 12 years & Parking FREE



Part of the



**Burwood Council**

heritage • progress • pride



## You're Invited! Burwood Spring Festival

# SHOW & SHINE

Sunday 22 Sept 2013 – 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 Monday 9 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 Monday 9 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](mailto:show.n.shine@bigpond.com)

**Club VW members please prebook  
your place with Rhonda Sclanders**

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





where volkswagen power comes to play

**OCTOBER 5-6TH 2013**

**WARWICK DRAGWAY WARWICK QLD  
TWO DAYS OF VOLKSWAGEN DRAG RACING**

UNLIMITED RUNS NON-ELIMINATION COMPETITION STOCK TO MODIFIED STREET PARADE  
SHOW'N'SHINE SWAP MEET TRADE STALLS TAPPET COVER RACING FAMILY FRIENDLY

**[WWW.VWMA.NET.AU](http://WWW.VWMA.NET.AU)**



EUROAUTOMOTIVE  
TUNING & SERVICING



LEON'S MOTORS





## Vale Ray Pleydon.

*Club member Ray Pleydon sadly passed away suddenly on Saturday 29 June. This is Bob Hickman's eulogy, given at Ray's funeral on Friday 5 July.*

Ray had lived an amazing life. Ray and Shirley are both foundation members of Club VeeDub and he was a good friend to all, and a committed club member. He was always the first to come and shake your hand and make you welcome to the club. Ray's generous nature always came to the fore, especially when it came time to ask for volunteers to do what ever was required.

Ray was such a handy person to have around because he was always looking to help out wherever he could. Ray would often turn up at the VW Nationals on the evening before the show with his Kombi full of tools and climb ladders to hang banners and attach cables for PA systems in the early days. Ray and Shirley were always the first to arrive and generally the last to leave.



Ray loved his cars nearly as much as he loved his family. Ray was a prolific modifier and detailer. Ray's cars had subtle performance, styling and creature comforts mods, usually all crafted and thought out by himself. Ray's cars were not show ponies either. Both Ray and Shirley traveled all over the state to different rallies and quite often would turn in other states of Australia. Ray's trademark display for his '58 beetle was his immaculately presented car along with a miniature version crafted from wood that all the little kids would admire. When Ray and Shirley turned up at an event his vehicles were on ramps with mirrors on the ground so that the underside could be admired without getting on your hands and knees, and as always, immaculately presented. Shirley's picnic basket was always chock full of homemade scones and cakes. Ray's car passion also extended to Hot Rods. Ray would often attend custom car shows, admiring other like-minded peoples' work and happy to have a chat about anything on four wheels. Ray would sift through hot rod magazines looking for ideas. Ray's trade as a carpenter and shop fitter joiner obviously inspired him to think outside the



box and be creative just as any Hot Rodder worth his salt would attest to.

I remember I was talking to Ray one night at club meeting, about a belly lift hoist that I had bought from a tyre service that was closing down. But it was missing the ramps on the approach and departure side of the hoist. So Ray came over the next weekend with the ramps that he had made from timber and helped me to install it in the section of the garage that we thought was under utilized. As usual Ray had all the gear in the back of his Kombi including drills and loxins to fasten the lift down, and in no time it was in and up and running. When ever Ray used to visit me it was always in the early morning and he would always arrive with the paper and a loaf of fresh bread so that Heather could knock up a quick breakfast of toast to have with a coffee. Ray I'm going to miss those early morning meetings.

Ray is in heaven now and we are here on his funeral. This is not the time for us to grieve his death but it's our time to celebrate his life. Don't ever forget Ray. He never wanted to see people cry. He wanted to make everyone happy. So at this moment when we are about to lay his body to rest, let's all think back and remember how Ray touched our lives. How he made us laugh and how good Ray was as a person. This is not the moment for us to shed our tears but we should all be thankful that we were given the chance to have known a man named Ray.

Ray will forever be missed but I know in the right time, I will meet Ray again. We will all meet Ray again and he'll shake our hand and welcome us again in the afterlife.

Thanks for being a good Mate Ray, I will miss your friendly demeanor and your welcoming hand shake, until we meet again.

Bob Hickman

## Von dem Herrn Präsident.

It is with great sadness that I write this report. Ray Pleydon, a club member of long standing, passed away on Saturday the 29th June. Ray along with his wife Shirley brought with them an old fashioned courtesy and a willingness to lend a hand at car club events and in his work and personal life. Ray was always quick to greet new members when they attended club meetings for the first time, he was also quick ask about your family and how your latest

project was progressing whenever he met with other car enthusiast. Ray your contribution to life and our car club will always be remembered.

Last month the VWMA's Sydney Drag Racing Day at WSID was scheduled to be run, but had to be canceled due to rain. It had previously been scheduled for February, but at that time it had to be postponed due to rain as well. We have not heard yet whether Craig will try a third date, but in the meantime the Warwick Drags in Queensland are scheduled for Sunday 6 October.

Norm's Fish and Chips run to the HARS aircraft museum at Albion Park was a very enjoyable day, in spite of some drizzle. They have some great stuff there and it was great to have a personalized tour. Lunch at the Kiama Golf Club was very pleasant. Thank you to Norm for organizing the day; it was only later we felt sadness as it was the last time most of us saw Ray.

Jeff and Phil represented our Club at the recent Rattle n Hum car show at Castle Hill, but that show was also cancelled due to the rain.

This month is the club AGM. All committee positions will be vacant, so if you want to get involved with the running of the club, the AGM is the time to put your hand up. Don't be shy, we want your input in running our club.

Coming up later this month is the VW Movie Matinee at the Civic Theatre, on the 20th July at the Civic Theatre, McMahan St Hurstville. There is council parking just next door on McMahan St. Phil and Lily have a fun afternoon's entertainment planned. It's a proper theatre, with a licenced snack bar, opening curtains, a cartoon to start and an interval. It's \$5 for adults, and kids are free.

Next month is VW Winter Break 2013 at Sawtell and the German Car Clubs' 10-pin Bowling Night at Mascot Manhattan Superbowl. Check the flyers in this magazine for more details. The CMC's annual Classic Car Show at Eastern Creek is also on; our club has secured 15 car show places. You will need to see Dave Birchall to book one. This year you will need to pay a \$20 deposit, which will be refunded on the day. In previous years we have had too many people grab a ticket, and then not turn up.

See you soon,

Steve Carter

## Kanberra Kapitel report.

Hi everyone from a frozen nations capital.

On Sunday 23 June the Canberra Chapter headed off for a club cruise to Tarago, where we had an awesome lunch at the Loaded Dog Hotel and warmed ourselves by the cozy fire. It was a great cruise, the weather started to turn in the afternoon but the event went well. Thanks to everyone who came for making it a great day.

During July we will be meeting up with Norm as he



returns from his Bug Off Cancer fund-raising trip. At time of writing we have arranged a local cruise with photo opportunities, and then we'll join him for a leg of his trip to Goulburn. I'm waiting on numbers currently for this one and we hope to make it a great event. We're still finalising our August event so watch your email.

German Auto Display will be on Sunday 22 September, and we're awaiting final details for that one as well. This year we are removing the competitive element to the show so that it can be a more fun day for all, more to come in the August magazine.

Catch you all soon.

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](http://www.clubvw.org.au) for the latest information and any changes.**

### July.

**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. Tonight is the AGM - all positions are vacant and are renominated / voted on. Why not try your hand at a position? 8:00pm start.**

**Saturday 20th:- VW Movie Matinee at the Civic Theatre, Macmahon St Hurstville. Celebrate the 60th anniversary of VW in Australia with some classic Australian VW films - on the big screen for the first time ever! See Land of Plenty and Shape of Quality; Antarctica 1 and Taxi to Rumdoodle, and film of VW's 1-2 finish in the 1955 Redex. Plus lots of 1960s Aussie VW TV ads - all on the big screen! Snack bar open, movies start 2:30pm, with an interval. \$5 adults, kids free.**

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



## Club Veedub AGM. Thursday 18 July 2013.

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

All Club Veedub members are invited to nominate for a position on the committee for 2013-14. We are always looking for new blood, new enthusiasm and new ideas. We welcome your input to help make our VW Club bigger and better than ever.

If you are interested in a particular position, please talk to the incumbent - the Committee List is on page 2.

Whether you'd like to stand for a position, or just have a say in how your club is run, please come along to the AGM - all members are welcome.

## August.

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

**Friday 2nd to Sunday 4th:- VW Winter Break 2013** at Sawtell. Participate in activities or just veg out! Bookings for cabins and campsites need to be made ASAP. Phone the Caravan Park on 1800-729835 to make your booking - tell them you are with the VW people. All VWs welcome! Phone Ray Vanderkly on (02) 6658 4422 (ah) for more info.

**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.

**Friday 16th:- German Car Clubs' 10-pin Bowling Night** at Mascot Manhattan Superbowl, 549 Gardners Rd Mascot. Let's have a great fun night and show who is best! Mercedes, Porsche, BMW or Volkswagen? Parking underneath and covered. Time: 7:30pm for 8:00pm start. Bookings essential,

contact the MBC Events Director at [events@mbcnsw.org.au](mailto:events@mbcnsw.org.au) or phone 0408 228 305.

**Sunday 18th:- Shannons Eastern Creek Classic 2013** at Eastern Creek Raceway, organised by the CMC. The largest gathering of classic cars (1,900+) in NSW. Double-decker bus rides, trade stands, historic race cars, parade lap of the track. Club Veedub will again have a Volkswagen display, and our club has 20 spaces booked this year. Contact Dave Birchall on 0415 957030 to reserve your spot.

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

## September.

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

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

**Sunday 22nd:- Burwood Spring Festival Classic Car Show** at Burwood Park. Car show is part of the park 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 to enter. Phone Rhonda Sclanders (Burwood Council) on (02) 9747 2757, or email [show.n.shine@bigpond.com](mailto:show.n.shine@bigpond.com). Say you are with the Volkswagen group.

**Saturday 21st & Sunday 22nd:- Canberra German Autofest.** Saturday afternoon cruise and sausage sizzle; Sunday is German car show. Drip trays required for all cars, regardless



of condition. All displaying cars must register and pay entry fee - Club VW members \$10, others \$15. Contact Bruce (Canberra Chapter) on 0400 119220 for more info.

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

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

## October.

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

**Sunday 6th:- German Oktoberfest 2013** 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 reserved position, plus a reserved table. Camping on ground permitted. Einen wunderbaren tag! Phone Raymond on 0408 207228 for more info. Prosit!

**Sunday 6th:- VW Warwick 2013 Drag Racing** at Warwick Dragway, Queensland. Street parade on Saturday, drags on Sunday. See [www.vwma.net.au](http://www.vwma.net.au) for more info.

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

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

**Sunday 20th:- Melbourne Day of the VW 2013** at Yarra Glen Racecourse. Show n Shine, trade displays, swap meet, and more. Public entry 9am. For more info visit the VW Club of Victoria at [www.vwclub.com.au](http://www.vwclub.com.au)

**Sunday 27th:- Southern Highlands Motorfest 2013** 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. All VW owners welcome. Club convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, at 7:15am for 7:30 departure.

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

## November.

**Thursday 7th:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 14th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

## Marktplatz.

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

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

## New Ads.

**For Sale:- 6'x 4' box trailer**, very good condition. Rego until December, black and white plates. VW-compatible spare tyre. \$300. Also 1 tyre to suit new T5 Kombi, 205-65Rx15. 80% tread. \$25. Phone Mick on 9621-7369.

**For Sale:- VW 1990 T3 Transporter Kombi**, Sky Blue. ODO: 226,012. Registered to 26.6.2013. Equipped with Braun Hydraulic Lift, Air Conditioning, Power Steering. Regular maintenance/service – invoices available if required. \$7,900 ono. Contact 0418 497 808 (Lane Cove, Sydney)

**Wanted:-** I'm trying to chase down my old Volkswagen Beetle to see if the person that now owns it wants to sell it. It was registered in the ACT but is now registered in NSW with license plate number AZ3-3GZ. If you know who owns it could you please pass on this message and ask them to contact me if possible. Even if it's just to let me know they aren't going to sell it but it's going well. Car is a 1967 British Racing green Ragtop Beetle Regards, Mr Andre Dikmans. Contact me on 042 2072259 or email [andre.dikmans@cleanenergyregulator.gov.au](mailto:andre.dikmans@cleanenergyregulator.gov.au)

**For Sale:- VW Superbug S 1600.** Completely restored inside and out. Over \$20,000 spent and labour is not added into this amount. New interior, reconditioned engine, painted inside and out before being put back together. This car has hardly been driven. Has just got 12 months' Historic Club Registration. Comes with JVC Blue Tooth stereo which connects to your iPhone. For those VW lovers don't waste time and money restoring a car when its all done for you. Will swap for Late Model car or cars to the value of \$14,500.



Happy to take a Kombi Auto Circa 1975 through to 1979, but please no wrecks. Lets talk turkey with what ever you have to offer. Phone Gary Braams on 0425 360002 or email [gazdog1960@gmail.com](mailto:gazdog1960@gmail.com)

**Wanted:-** I'm looking for parts (front turn signal) for a Passat with VIN WVWZZZ31ZRE012157. All the online vendors list Passat Type 32 and higher, but not 31Z. Could you help me reconcile? I believe parts for 3A2 and 35I will fit, but I'm not sure. Thank you. Contact Yosta Tixell on +972-54-7330262 or email [yosta@alhena.co.il](mailto:yosta@alhena.co.il)

## 2nd Month Ads.

**For Sale:- 1973 Superbug L ('L-Bug).** Original and mechanically excellent. No rust, upholstery excellent but poor paint. Excellent resto project. Registered on Historic Plates. \$3000. Also for sale: Front clip pre-'67 Kombi \$100. Also for sale:- Beetle Karmann Cabriolet, concours condition, \$25,000. For all enquiries please contact Peter Sugden on (mob) 0439 491564 or email [petersugden2@gmail.com](mailto:petersugden2@gmail.com)

**For Sale:- 1975 Superbug L 1600.** Engine in good condition. Yellow. 130,00 km (I'm pretty certain it's only on it's second time round). Always garaged, I'm the third owner. The first owner had the car for 28 years, the second for around 4 years and myself for almost 6 years. Has been rust-proofed. Things that need attending to (though none are urgent) include some rust in the front pillars and the back left around the vent, the bumper bars and a floor mat. No radio. All recent receipts. Serviced by the late Ben Durie and under the previous owner, by Andrew Dodd Automotive; both air-cooled specialists. Registered until 18 December 2012. I'm reluctantly selling as I have acquired an old Kombi and one old VW is enough. For someone after a low km, unmodified Super Beetle with few defects this is it. \$6,500. Garaged in Newcastle. For more information email Bryan on [bh@wildwattle.com.au](mailto:bh@wildwattle.com.au)

**For Sale: - chrome and timber roof rack** for a Beetle. Very good condition. \$280. It's in Newcastle. For more information email Bryan on [bh@wildwattle.com.au](mailto:bh@wildwattle.com.au)

**For Sale: 1952 Volkswagen Beetle** split window standard sedan. Full body off restoration back to immaculate factory specification. Original 25hp motor (rebuilt by Vintage VeeDub Supplies), crash gearbox, cable brakes, 16 inch wheels. Finished in standard VW Pearl Grey with no exterior chrome. Multiple trophy winner, has been in storage for the last seven years. Complete with original owners books. No registration. \$48,000. Phone Andrew Frood on 0400 911923 or email [andrewfrood@bigpond.com](mailto:andrewfrood@bigpond.com) Car is located in Melbourne.

**For Sale:- VW Spare parts** for Beetle and Kombi as well as Type 3. Mag and chrome wheels 4 stud with tyres, Gear box for 1972 Beetle or Type 3 along with guards and doors, steering wheels, floor pans radio's 6 volt and 12 volt; Interiors like new for Type 3 carbies and starter motors, distributors etc. Contact Sal on 0423 409718.

**For Sale:- Rare, original 1957 Microbus** as seen in the ABC

TV Programme, "Collectors". Superb original condition, no rust, original green / cream paintwork, all seats, includes full length roof rack and ladder. 1500 cc engine with replacement gearbox otherwise straight off the production line. Currently has Historic Rego. A rare , complete split screen Microbus for the serious VW enthusiast / collector: \$35,000. Phone Ray: 0419 200 517.

**For Sale:- Genuine Audi RS4 Rear Sway Bar** - suits A4/S4 owner wanting upgraded handling. RRP \$280. Near new. Located in Canberra, but can negotiate delivery. Asking Price \$150. Contact Michael on Phone (Mobile) 0416086476 or email [mike@bestexhaust.com.au](mailto:mike@bestexhaust.com.au)

## Missing Library Books.

Our club book (and DVD) library is open for members' perusal and borrowing pleasure at each monthly meeting at the Greyhound Club. We currently have over 170 Volkswagen owners manuals, workshop manuals and general VW and motoring books in the library. Members can borrow up to three books at a time, and are requested to return them at the next meeting the following month. If you need them for longer, please notify the librarian (me).

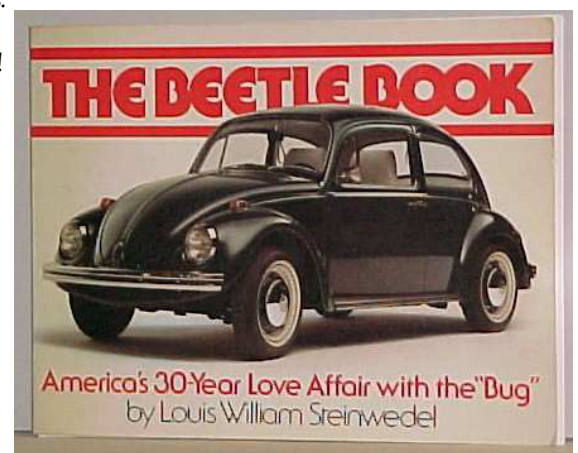
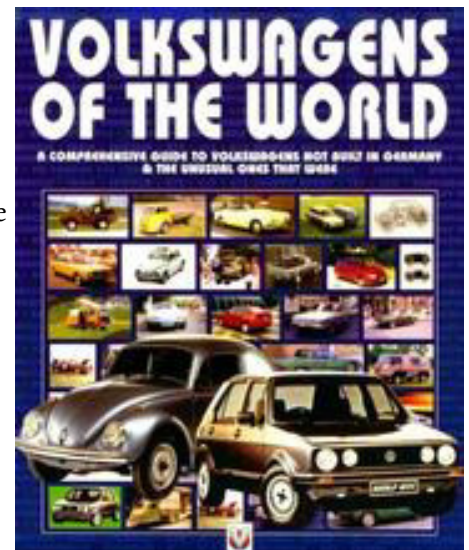
We recently did a stocktake, and found the following two books missing:

1. The Beetle Book – America's 30-year Love Affair with the Bug, by Louis William Steinwald
2. Volkswagens of the World, by Simon Glen

Would the members who have borrowed these books please return them at the next monthly meeting. Our club buys these books for everyone's benefit, and other members are waiting to borrow them. People not returning books can have their Club membership terminated, and are also liable for costs of buying replacements.

Thank you!

Joe  
Buttegieg,  
Club  
Librarian



## Trades and services directory.

## Trades and services directory.

### Bug-a-Bug

Environmentally Friendly Products

Care & Joy Martin

Ridabug-  
Totally Organic Neem Oil  
Garden Care-Personal Care- Pet Care

0411 435 935  
[bugabug@dodo.com.au](mailto:bugabug@dodo.com.au)



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



**FREE** Diagnostic Computer Scan  
5 minute Physical Diagnosis

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

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

**Typical late model oil and filter service: \$240**  
Using synthetic oil, German filters,  
30 point safety check and VCDS Scan  
**Typical early model oil and filter service: \$165**  
Using mineral oil, German filters,  
30 point safety check and VCDS Scan

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

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



THE FINEST IN  
AUTOMOTIVE  
FINISHING PRODUCTS

**Jim Papallo**

National Sales Manager  
0418 478 640

1 Highgate Street Auburn N.S.W. 2144  
Ph: (02) 9647 2056 Fax: (02) 9647 2043  
Email: [jim@pacer.com.au](mailto:jim@pacer.com.au)  
Web: [pacer.com.au](http://pacer.com.au)



Jan Eveleens  
Director

Bulkheads and security  
screens for VW vans

22 Ellen Street  
Rozelle, NSW 2039  
Australia

M 0414 26 33 33  
F 02 8078 0641  
[info@motexion.com.au](mailto:info@motexion.com.au)

[www.motexion.com.au](http://www.motexion.com.au)

Environmentally friendlier

Luis Guarch  
[luis@ecolimo.com.au](mailto:luis@ecolimo.com.au)  
+61(0)423 064638

>>1300ecolimo  
1300 326546



AUSFIRE PROTECTION-NSW

Sales & Service  
Extinguisher & Hose Reel Servicing  
Refill & Pressure Test  
Exit & Emergency Lights  
Annual Council Certificate

TEL 1300 969 800  
[WWW.ausfirensw.com.au](http://WWW.ausfirensw.com.au)

**CLASSIC VEE-DUB**  
Pty/Ltd



[www.classicveedub.com.au](http://www.classicveedub.com.au)

36 Bridge St.  
Rydalmere  
2116 N.S.W  
Sydney Australia

phone: (02) 9638 4200  
fax: (02) 9638 4266  
George: 0412 434 762



## Trades and services directory.

## Trades and services directory.

### C AND S AUTOMOTIVE SPECIALISTS IN WATERCOOLED VOLKSWAGENS AND AUDIS

- FULL SERVICE FACILITIES & SPARE PARTS
- LOG BOOK SERVICING
- DIAGNOSTIC SCAN TOOL FOR LATE-MODEL VWs



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

Unit 1  
11B Harp Street  
Campsie NSW  
Australia 2194

Tel: 02 9789 1777  
Fax: 02 9718 8704

**VINTAGE**

**VEE-DUB SUPPLIES**

**KOMBI GHIA TYPE III BEETLE**

**KYB** **GENE BERG** **WEBER** **DELORTO**

[WWW.VINTAGEVEEDUB.COM.AU](http://WWW.VINTAGEVEEDUB.COM.AU)



**TOWN & COUNTRY**  
ACCOUNTANCY & TAXATION SERVICES

**MICHAEL SAID**  
Principal

PUBLIC ACCOUNTANTS  
REGISTERED TAX AGENTS  
SPECIALISING IN SMALL  
BUSINESS CONSULTING

OFFICE: 9651 3870  
Fax: 9651 3746

P.O. BOX 217  
ROUND CORNER 2158

## KLAACK MOTORS

All Mechanical Repairs & Restoration Work



Distributors of Performa Fuel

★ Family Owned And  
Operated For Over ★  
40 Years



Ph: (02) 9724 5901 or (02) 9727 2057 Fx: (02) 9723 5250

2A Lackey Street, Fairfield, NSW 2165

## Club Veedub Sydney Membership / Subscription Form. ✂

New Member:  Renewal:

Name:

Address:

State:  Postcode:

Email:

Phone:  (BH)  
 (AH)  
 (Mob)

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

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

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

\_\_\_\_\_  
\_\_\_\_\_


**Trades and services directory.**

**Trades and services directory.**



**MOUNTAIN mechanics**  
 Your Mobile Mechanic & Volkswagen Specialist  
 M: 0418 426 487 T: 4758 6032  
[adam@mountainmechanics.com.au](mailto:adam@mountainmechanics.com.au)  
[www.mountainmechanics.com.au](http://www.mountainmechanics.com.au)  
 PO Box 32 Hazelbrook NSW 2779

**Club Veedub Merchandise**  
 For club polo shirts, jackets, hats, mugs, etc.  
**Contact Raymond Rosch (02) 9601-5657**  
 Club VeeDub Membership, Sponsorship and Merchandise payments can be made securely online via PayPal. You don't need an account but there is a small fee for the service. Please visit our web site at [www.clubvw.org.au](http://www.clubvw.org.au) or email Raymond at [sales@clubvw.org.au](mailto:sales@clubvw.org.au) for more information.



**SANDS AUTO BODY REPAIRS**  
 SPRAY PAINTING PANEL BEATING INSURANCE WORK  
 PREMIUM QUALITY REPAIRS  
 Bruce Lyons - Manager  
 t: (02) 9683 4529 f: (02) 9683 2174  
 Unit 46-47, No. 2 Richard Close, North Rocks NSW 2151

**Wanted:** 

Your business ad in this space. The cost for 11 months is \$110 - this does not include the VW Nationals issue. Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, 14 Willoughby Cct Grassmere NSW 2570



**Club Veedub Sydney Membership / Subscription Form.**

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for \$45.00, payable to Club Veedub Sydney, and post it with this form to:

**Club Veedub Sydney,  
 PO Box 1135  
 Parramatta NSW 2124**

You will receive 12 issues.



## Australian VW recall.

Troubled German car maker Volkswagen has issued a recall on more than 25,000 cars sold in Australia. The vehicles affected were built between June 2008 and September 2011, and include the Polo hatchback, Golf hatchback, Jetta sedan, Passat sedan and wagon and the Caddy van fitted with DSG gearboxes.

The automatic 'DSG' gearbox will be inspected and if needed repaired on that batch of vehicles. The recall follows two weeks of unprecedented pressure from customers demanding their cars be fixed for wide-ranging mechanical faults, apart from those with DSGs.

Complaints included engines that conked out, high oil consumption, and gearbox issues. In addition to the official recall, Volkswagen Australia will also call 4,000 diesel cars back to dealerships for inspection after receiving complaints about a wide range of mechanical defects, including engines which suddenly lose power.

Our club, local motoring bodies and various media outlets in Australia have all received complaints about the mechanical reliability and durability of new Volkswagen cars for several years. But customer concerns over engine dramas and gearbox failures gained renewed exposure following the Victorian coroner's inquest into the death of a Golf driver in 2011. Her car was struck from behind by a truck after it appeared to slow suddenly. Volkswagen says there was no mechanical fault with the vehicle. The coroner is due to release the findings next month.

Volkswagen has instructed selected customers to return their cars to dealerships. It has also told dealers to make more loan cars available during the coming months to cope with the rush.

The boss of Volkswagen Australia John White has told media: "Yes, we have issues, we acknowledge there are issues. We want to get to every customer.

"Are we going to be able to fix every customer, I'm not sure I can promise that but we're going to get to every customer. We're going to get legitimate issues, we'll do everything we can to repair the issue. Safety, it's a top priority."

A letter being sent to Volkswagen customers says in part: "If you are a current owner or in the market for a Volkswagen and want any questions answered, we are here to help."

Volkswagen Australia called 8,700 cars back to dealers in



2010 because a faulty engine sensor could cause the car to idle roughly or lose power. Motoring media outlets have regularly received complaints about VW reliability issues over the past five or so years.

The company has issued recalls for DSG mechanical defects in North America, China, Malaysia and Singapore. In Australia recalls are largely voluntary. Federal government agencies have the power to enforce a vehicle recall but to date have never used it.

News Limited reports that Volkswagen head office in Germany had initially refused to issue a recall. Volkswagen Australia boss, John White, then flew to Germany late last week to brief head office in person about the widespread concerns over Volkswagen reliability issues locally. "We acknowledge that we've got some concerns and we are providing any customer data back to our head office," he said. Volkswagen is still yet to issue a separate official recall following customer claims of sudden vehicle de-acceleration.

The company says any one experiencing that fault – or any others – should contact their local Volkswagen dealer. Volkswagen Australia has set up a dedicated customer service line to answer customer queries - 1800 504 076.

## Engine dramas 'not deceleration'.

The man leading a class action against German car maker Volkswagen in Australia says claims of "sudden deceleration" at the centre of a media storm are being misdiagnosed.

"In most cases it's not sudden deceleration," says Volkswagen owner Steve Makris. Instead it is a well-known engine shudder on selected models that makes the car idle rough on start up or "develop a cough" when under load, such as moving from rest or uphill.



At Volkswagen Australia, we have always been committed to our customers' safety and peace of mind, and continue to focus on delivering engineering excellence.

As part of this continued commitment, we will voluntarily recall 25,928 vehicles fitted with a 7-speed Direct Shift Gearbox (DSG) transmission (DQ200).

The recall will be conducted across Golf, Jetta, Polo, Passat and Caddy models produced between June 2008 and September 2011.

If your vehicle is affected, we will formally contact you in July to schedule an appointment for inspection and replacement of necessary parts. Replacement of the gearbox unit will be free of charge. Please be assured that you can continue to drive your vehicle as usual until the appointment.

This recall does not affect any Volkswagen vehicles currently being produced or sold.

If you have any questions, please call our dedicated Customer Care hotline 1800 504 076 (available Monday to Friday from 8:30am - 5:00pm AEST) or visit your local [Volkswagen dealer](#).

We thank you for your support.

Yours sincerely,

John White  
Managing Director  
Volkswagen Group Australia

However Makris believes the engine shudder problem is still a safety concern for customers.

"It might not be deceleration, but it's still a safety issue in my opinion," Makris said. "We're talking about a split second delay in power and that can leave you stranded across an intersection in the path of oncoming traffic, which is exactly what happened to me."

The Melbourne-based businessman is planning legal action after being contacted by almost 200 disgruntled Volkswagen owners across Australia whose cars have experienced problems with their twin-charge (turbocharged and supercharged) 1.4-litre four-cylinder petrol engines known as the 118TSI, and automated twin-clutch DSG gearboxes. Most complainants have had engines and gearboxes replaced at least once.



The law firm Makris had been working with for two months dropped the case this morning and he is now preparing to appoint new legal representatives.

Makris says most customers have complained about a lack of confidence in the vehicle, the inconvenience of having their cars being off the road for several weeks at a time during repairs, and are concerned about the damage to their car's resale value.

Of the almost 200 Volkswagen owners on his records only "two or three" specifically complained of deceleration.

News Limited contacted several Volkswagen customers and asked for any evidence of sudden deceleration, which had been linked as a possible contributing factor in the death of a Volkswagen Golf driver in Melbourne in 2011. The coroner is preparing a report into the incident, in which a truck crashed into the rear a Golf after it appeared to lose speed. The findings will be published next month.

All Volkswagen owners contacted by News Limited who complained of "sudden deceleration" described engine shudder on start-up, and that it sometimes occurred when driving away from traffic lights. In one example News Limited was told the engine shudder developed when driving uphill and the car slowed gradually.

Volkswagen has been making repairs to this engine since 2010, when it started a "field service campaign" in Australia for a faulty knock sensor, and which could lead to "shuddering" or complete engine failures.

Volkswagen called back to dealers almost 7,800 Golf hatches and Jetta sedans to have the faulty sensors fixed. The company says "99 per cent" of that batch of vehicles equipped with the 118TSI engine - built between 2009 and 2011 - have been repaired. Volkswagen made running changes

to subsequent models introduced with the 118TSI engine, but it no longer uses this type of engine in the latest Golf.

The car involved in the fatal crash in Melbourne in February 2011 did not have the engine at the centre of the "shudder" problems. It was a Golf GTI performance model powered by a 2.0-litre turbocharged engine, matched with a manual gearbox rather than a DSG.

Volkswagen Australia spokesman Karl Gehling told News Limited the company would not comment further on the case before the coroner.

VW has repeated earlier invitations for concerned customers to contact the company on 1800 504 076.

"We take all customer concerns seriously and if anyone may have experienced any problems with their vehicle we recommend they report these issues to their nearest Volkswagen dealer," the spokesman said.

## Consumer groups slam VW Australia.

Volkswagen has come under fire from two of Australia's largest consumer groups for its inaction over widespread mechanical faults.

The Australian Automobile Association, which represents more than 7 million motorists, and the former chairman of the Australian Competition and Consumer Commission have both slammed the German car maker for taking too long to address customer concerns.

As the boss of Volkswagen Australia, John White, flew to Germany to brief head office about the crisis, the executive director of the AAA, Andrew McKellar, told News Limited: "What we're seeing from VW at the moment is corporate spin. It seems to me that they're being very poorly advised. They should come out very clearly and either declare it as a beat-up or admit there are some genuine concerns."



Former ACCC chairman, Professor Allan Fels said: "There's a large number of Volkswagen owners who are very concerned now about whether their cars are fully safe. Volkswagen owes the public an immediate explanation whether there is a problem with their cars and if so what they're going to do about. There's got to be an explanation urgently to the public."

Fels said authorities could take action "under the product safety laws and even the product liability laws". He also said the ACCC could intervene and force Volkswagen to conduct a recall.



But vehicle recalls in Australia are voluntary and no car brand has ever been forced by issue a recall. Australia also has relatively weak 'lemon laws' compared to the rest of the world. In North America, if a car is presented with the same fault four times and can't be fixed, the owner is entitled to a replacement vehicle or a full refund.

The AAA chief said he is unaware of any car owner in Australia being awarded a new car or a refund since new consumer laws were introduced in 2011.

"If a product genuinely isn't fit for purpose and fails in a way that is unreasonable, the consumer does have that recourse to a full refund, even if the car is out of warranty," McKellar said. "[But] to my knowledge no-one has [been refunded]."

McKellar said Volkswagen's silence "raises suspicions of a cover up". "What they should be doing is just level with the public. Either there is some substance to what's been reported, or it's wrong. If they have evidence to the contrary they should say so. But they would be better off issuing a recall if they have evidence there is a problem."

Until announcing the recall, Volkswagen Australia had been gagged by its German headquarters from answering further media enquiries. A list of questions from News Limited had been referred to Germany for answers.

In the meantime Volkswagen has instructed concerned customers to contact a dedicate hotline (1800 504 076). Customers have been asked to send an email if there is no response ([vgasupport@volkswagen.com.au](mailto:vgasupport@volkswagen.com.au)).

The AAA says it has received complaints from Volkswagen owners for some time. "We've certainly had a lot of feedback and there is genuine concern. Volkswagen needs to do something about it," McKellar said. "They are staring down the barrel of a public relations disaster in Australia. At the moment they are handling it very badly. They need to just be open and honest."

As this article was published the ACCC was yet to supply examples of any vehicle owners - of any brand - being awarded a replacement car or refund because of ongoing mechanical faults.

The ACCC reissued an earlier statement: "[The Department of Infrastructure and Transport] is investigating a number of complaints about Volkswagens it has received ... and is liaising with Volkswagen Group Australia and monitoring the Victorian coronial inquest."

## VW China recall.

Meanwhile, a recall in China of more than 384,000 Volkswagen Group vehicles could cost the German manufacturer over \$600 million.

Industry journal Automotive News Europe reports the 384,181 Volkswagen Group vehicles were recalled to repair defective gearboxes following reports of abnormal vibrations, loss of power and sudden acceleration in vehicles fitted with Volkswagen's dual-clutch (DSG) automatic transmissions.

In an email statement, Volkswagen Group said it was recalling vehicles with its seven-speed DSG transmission and would bear the costs of replacing defective equipment and upgrading relevant software.

According to China's state quality inspector's website, the 21 affected vehicle types include the Volkswagen Golf,



Scirocco, Bora, Touran, Passat, Magotan and Sagitar, the Audi A3 and the Skoda Octavia, with the impact spanning models built between 2008 and this month.

While Volkswagen has not commented on the potential financial cost of the recall, research firm LMC Automotive told Automotive News Europe it estimates the replacements will cost the company between 3000 yuan (\$463) to 10,000 yuan (\$1544) per vehicle.

China is Volkswagen's biggest market, bigger than Germany, with Volkswagen and its family brands selling 2.81 million vehicles there last year, second only General Motors.

Apart from the Polo Classic from 2004-06 there have been no Chinese-made Volkswagens sold in Australia. None of the current Australian VW range comes from China.

## DSG recalls in Japan.

Volkswagen is recalling around 91,000 cars in Japan due to potential problems with the company's dual-clutch (DSG) automatic gearboxes, less than two months after more than 384,000 cars were recalled in China for a similar issue.

A Volkswagen spokesperson told Reuters the gearbox problems related to the seven-speed transmission were due to Japan's hot and wet climate, extreme stop-start traffic and pollution typical of some Asian cities.

In March, a recall of 384,181 Volkswagen Group vehicles in China was announced – costing an estimated \$600 million – due to problems with the direct-shift DSG transmissions that included abnormal vibrations, slipping clutches, loss of power and sudden acceleration.



The China recall affected 21 vehicle lines built between 2008 and March 2013, including the Volkswagen Golf, Scirocco, Bora, Touran, Passat, Magotan and Sagitar, the Audi A3 and the Skoda Octavia.

Owners in Australia have also reported many problems with the DSG, especially the earlier models, and problems with dealer service and repair. At this stage, however, there has been no announcement of a recall. Owners of VWs with DSG problems are encouraged to contact their local Volkswagen dealer.

## Design Vision Golf GTI.

The Volkswagen Golf GTI Design Vision concept has made a triumphant debut at the Worthersee Volkswagen show in Austria, showcasing the performance potential of the new hot-hatch.

Teased earlier in a series of tantalising sketches posted on the internet, the Design Vision GTI concept looks no less threatening in the flesh thanks to its wide-body stance, sinister headlights, aggressive front and rear bumper blades, and general muscularity.



While 15 mm shorter and 57 mm lower than the production model, the Design Vision GTI is 71 mm wider, giving it a more aggressive, self-assured appearance. Powering the Volkswagen Golf GTI Design Vision is a 370 kW/560 Nm 3.0-litre twin-turbocharged V6 petrol engine, giving it a whopping 208 kW/210 Nm advantage over the 2.0-litre turbo four of the new Golf 7 GTI on which the concept is based.

A dual-clutch DSG automatic transmission channels drive to all four wheels, helping launch the Design Vision GTI concept from 0-100 km/h in 3.9 seconds and on to a top speed of 300km/h.

Specially designed 20-inch alloys sit at either end of the concept's stretched tracks (+57mm front and +63mm rear). Rubber measuring 235/35 at the front and 275/30 at the rear wraps around the wheels, while ceramic discs spanning 380 mm front and 356 mm rear are gripped by red callipers.

Carbon-fibre encircles the sinister new headlights, front blades and lower air intake, and extends to the front splitter, side skirts, rear blades and outlets and the border of the dominant diffuser.

The driver-focused interior is upholstered with carbon-fibre, alcantara and nappa leather. The steering wheel features

shift paddles for the DSG, which features 'Street', 'Sport' and 'Track' modes, while the central computer includes a race function that supplies track time data and communicates with other vehicles on the course to provide the driver with real-time race information.

While just a concept, Volkswagen brand head of design Klaus Bischoff says the Design Vision GTI gives "a spectacular glance into the future of the GTI".

## Amarok R-Style.

The Volkswagen Amarok Power-Pickup has been unveiled by the German car maker, following teaser sketches of its 200 kW ute concept released on the internet a few days earlier.

VW calls the Power-Pickup "designed as a rolling workshop to carry spare parts, tools and race equipment" – presumably for karting enthusiasts based on the contents of the ute's tray.

A 3.0-litre V6 TDI turbo diesel has been installed instead of the regular Amarok's twin-turbo four-cylinder diesel, and produces 200 kW of power and 600 Nm of torque – a significant step-up from the 132 kW/420 Nm output of the flagship production model. Power is fed to all four wheels via an eight-speed automatic gearbox.

That's good enough to propel the VW Amarok Power-Pickup to 100 km/h from standstill in 7.9 seconds.

The pumped-up version of the Amarok single-cab variant sits much closer to the ground than the standard ute, courtesy of an 80 mm-lower suspension, while huge 22-inch wheels with 295/35 performance tyres fill out the flared wheel arches, 60mm wider than standard.

The Amarok features LED headlights and tail-lights; carbon-fibre front, side and rear skirts; a unique front intake; and a rear diffuser with dual chrome exhaust outlets set the Power-Pickup apart from the outside, while sports seats, a sports steering wheel, carbon-fibre dashboard and door panels and red trim accents headline the cabin tweaks.



Other exterior embellishments include chrome grille, enlarged lower air intake, carbon-fibre rear diffuser and twin exhaust pipes.

Inside the VW Amarok Power-Pickup features leather sports seats, carbon-fibre-effect trim, GTI-esque red stitched leather trim and audio with 500-watt subwoofer.

The sporty Amarok was on show at the annual VW-fest held at Austria's Lake Worthersee, alongside the VW Golf GTI Design Vision and Skoda Rapid Sport concepts.



## Beetle GSR debuts.

The Volkswagen Beetle GSR has gone on sale in Europe, marking 40 years since the original air-cooled GSR debuted on the European market.

First seen at the 2013 Chicago auto show in February and described in Zeitschrift, the new Volkswagen Beetle GSR pays tribute to the 1973 'Yellow-Black Racer' special edition based on the Beetle 1303S (Superbug L as we know it) – with GSR standing for 'Gelb-Schwarze Renner' or Gold-Black Racer.

The new Beetle GSR is limited to 3,500 cars worldwide, powered by the same 155 kW/280 Nm turbocharged 2.0-litre petrol engine used in the Golf GTI, and is finished in yellow with a black bonnet, boot lid, roof and exterior mirrors.

The black and yellow colour scheme continues with stripes and 'GSR' lettering down the doors, a larger than standard rear spoiler with a black lip, and R-Line sports seats, a flat-bottom leather sports steering wheel and black floor mats all highlighted by contrasting yellow stitching.



Sitting on 19-inch 'Tornado' alloy wheels and available with either a six-speed manual or six-speed dual-clutch automatic transmission, the Volkswagen Beetle GSR claims 0-100 km/h in 7.3 seconds and a top speed of 229 km/h.

With a small right-hand-drive allocation already confirmed for production, the then-Volkswagen Australia managing director Anke Koeckler said in February that the GSR has been presented as an option to the local division.

"[The Beetle GSR is] also probably a car we have to look into as it is a performance-oriented car and, you know, Australians love it," Koeckler said at the time. New VW Australia boss John White has not yet made any comments about whether the Beetle GSR is still a possibility. The original air-cooled GSR was never sold in Australia, as our Superbugs were locally assembled in Melbourne.

Also available for order in Platinum Grey and Black, the new Volkswagen Beetle GSR starts at £24,900 (\$38,200) with the first European deliveries expected in September.

## 25 years of VW California.

Volkswagen Commercial Vehicles celebrated the 25th anniversary of the Volkswagen California at Techno Classica in Germany in April. The vehicle's production figures are

fitting for an anniversary: around 100,000 California vans have come off the assembly line over the past 25 years.

A short retrospective of the history of this classic vehicle was displayed at the Volkswagen Commercial Vehicles booth in Hall 7. It began with the T3, covered the T4 and progressed to today's T5. Naturally, the vehicle's T1 and T2 ancestors complete the recreational vehicle's show appearance.



The European holiday lifestyle in a camping van experienced its greatest boom in the 1980s. As in years before, visiting and exploring Southern Europe was the primary attraction – but no longer with a tent, towed camper, car or train, but with a camper van purchased especially for this purpose. This led to an entirely new type of holidaying experience – two days here, three days there. Greater individual freedom could hardly be experienced – far removed from everyday obligations. For Volkswagen, this was reason enough to put its own camper van on wheels: the California.

The idea was not new. For a long time – since 1951 – Westfalia had been building European and US-market camper vans based on the first few generations of the VW Transporter – although not for Australia. Ours were converted locally, by 'official' converters Supru, Dormobile and later Trakka, plus a host of aftermarket converters such as Sunliner, Discoverer and Swagman. The Australian conversions did share a number of layout and design ideas with the Westfalia originals.

The basic layout of the Westfalia custom camper van proved to be very practical over the years. A folding bench seat for two persons at the rear, which could be laid flat for reclining, and a narrow kitchen counter along the left side of the interior with a refrigerator, gas stove and sink and storage space. This type of layout leaves a large space for entry through a wide sliding door.

But by 1988 the Westfalia camper version of the T3 Transporter had become very upmarket and very expensive in Germany, and Volkswagen saw a market opportunity. With a thick red pencil and an eye towards significantly higher production volumes, VW's own designers at Hanover took the basic design but trimmed the features of the Westfalia down to a healthy level. The success of this diet: The in-house Volkswagen California with a low entry-level price of just 39,900 German Marks. It went on sale in Germany in 1988.

Westfalia continued to represent the luxury, upmarket VW Camper, especially for export to the US. However, in

1995 the Westfalia conversions came under strong competition in the US market when the home-based Winnebago company began converting Volkswagen T4 'Eurovans' as the Rialta, Vista and Sunstar campers, at a cheaper price. US sales of German Westfalia T4s dropped. The Volkswagen T4 Eurovan was discontinued entirely from the US market in 2005.

Daimler-Benz (then merged with Chrysler) had taken a 49% interest in Westfalia in 1999, ending the company's independence, and 100% outright ownership in 2001. This brought an end to all Westfalia Volkswagen vehicles.

While the California T3 was a lower-cost 'base version' in those early days, the next was the 'Freestyle', the most coveted and late special model and is based on the T4. This embodies the era when VW's California took over the market from Westfalia.

The exhibition finishes with a current California Beach Edition, which once again embodies the initial basic idea of an economical camping van.



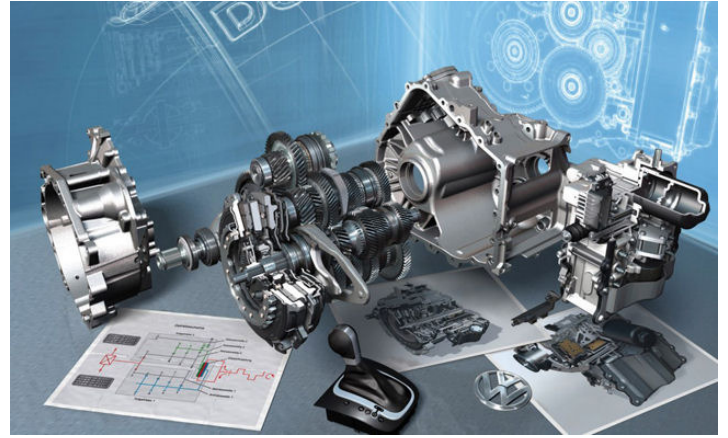
Volkswagen attempted to introduce the California in Australia in 2006, and displayed some German-built vehicles at the Sydney Motor Show that year. However there were difficulties in meeting the unique Australian design and registration rules at a reasonable price, so no Californias could be released for sale, or even registered in Australia. Instead, the Australian Volkswagen Camper market is covered today by high-quality local 'official' conversions by Trakka, as well as conversions by other local makers such as Britz, Maui and Kea Campers.

## 10-speed DSG and hipo VW diesel coming.

Volkswagen has given a revealing insight into its next-generation powertrain technology, confirming development of a 10-speed DSG, a high-performance diesel engine and a focus on plug-in hybrid and natural gas propulsion systems for its future vehicles.

Speaking at the 34th International Vienna Motor Symposium, Volkswagen Group chairman Martin Winterkorn said the medium- and long-term strategies were part of the company's plan to reduce its European new car fleet's CO2 emission level to 95 grams per kilometre by 2020.

Leading the charge will be a 10-speed dual-clutch DSG automatic transmission, which is set to succeed Volkswagen's



current six- and seven-speed units and offer improved fuel efficiency.

Joining it will be a family of high-output diesel engines, which Volkswagen promises will achieve peak power of 100 kW per litre of displacement. The engines will have a variable valve-train assembly, a high-pressure injection system at up to 3000 bar and combined charging with VW's e-booster technology.

Winterkorn also revealed the next stages of VW's expansion of its plug-in hybrid technology. The Porsche Panamera and Audi A3 e-tron will lead the way, and will be followed soon after by plug-in versions of the Volkswagen Golf and Passat, Audi A6 and Porsche Cayenne, among others. He also stressed the potential of natural gas drive systems, confirming they will become a more mainstream part of the company's product portfolio going forward.

"The gas engine is environmentally friendly, economical and suitable for everyday use," Winterkorn said.

"The technology is fully developed and the vehicles are already on the market. We need to make the public even more aware of the benefits of natural gas engines. Everyone needs to play their part in this: car makers, politicians and the fuel industry."

Winterkorn insisted there were also still plenty of efficiency gains to be made to the company's existing internal combustion engines, including optimisation of friction levels and thermal management, improvements to the combustion process, and a focus on lightweight design and other operating strategies.

"Since the year 2000, we've reduced the fuel consumption of our TDI and TSI engines by more than 30 per cent. I'm convinced that by 2020 we can achieve further increases in efficiency of around 15 per cent."

## 250,000 US Passats in just 2 years.

Volkswagen of America's Chattanooga factory announced today that its workforce has produced the 250,000th US Passat mid-sized sedan.

The 250,000th car, produced in Volkswagen's LEED Platinum-certified factory, was Night Blue with black leather interior and powered by Volkswagen's high-mileage TDI clean-diesel engine. It featured navigation, a sunroof and 18-inch alloy wheels. It also offers the amazing sonic experience provided by the Volkswagen Fender premium audio system.



“Two years ago our team members had just learned to build cars,” said Frank Fischer, CEO and Chairman of Volkswagen Chattanooga. “Today we celebrate a quarter of a million Volkswagen Passats from Chattanooga just two years on. I am very proud of this team.”

Volkswagen of America has invested US\$1 billion in the local economy for the Chattanooga plant and has created more than 5,000 jobs in the region, with a further \$12 billion in income growth and an additional 9,500 jobs in years to come. The Chattanooga plant builds the US Passat Sedan, a completely different car from the Passat sold in Europe (and Australia), and specifically designed for the North American market. It won the Motor Trend magazine 2012 Car of the Year award.



In 2012, it produced more than 152,400 Volkswagen Passats. Volkswagen Chattanooga is the first and still only car factory worldwide with a LEED Platinum certification. It is also certified according to ISO 9001 for its quality management system, according to ISO 14001 for its environmental management system and according to ISO 50001 for its energy management system.

This is Volkswagen's second attempt at a US factory. The previous VW factory, a former Studebaker plant in Westmoreland PA, operated from 1979 to 1989 making Rabbits (Golf) but closed due to financial difficulties. Until now, most of the US VW market (Jettas and New Beetles) has been sourced from VW's Mexican plant.

The Volkswagen Chattanooga team celebrated completion of the first customer car on April 18, 2011, and the 100,000th on May 31, 2012. The 250,000 milestone sedan was celebrated with the nearly 2,700 team members during a meeting last month.

## VW Gran Lavidia.

The Volkswagen Gran Lavidia has been unveiled at the 2013 Shanghai auto show, revealing a wagon version of the China-only sedan shown at last year's event.

Based on a 17-year-old platform that underpinned the Golf 4, the Volkswagen Gran Lavidia sits on an identical 2610 mm wheelbase to the sedan but offers increased space, despite its overall length being reduced from 4605 mm to 4454 mm – 108 mm shorter than the new Volkswagen Golf wagon shown at this year's Geneva motor show.

Sharing rear-end styling cues with the Volkswagen-owned Audi A3 Sportback, the Gran Lavidia will start



production in Shanghai in June before going on sale exclusively in China.

A choice of three engines will power the Gran Lavidia, mirroring the sedan's line-up, with a 96 kW/220 Nm turbocharged 1.4-litre four-cylinder, a 77 kW/155 Nm 1.6-litre and an 88 kW/172 Nm 2.0-litre offered. Transmissions span five-speed manuals, six-speed automatics, and a seven-speed dual-clutch DSG.

Once launched later this year, the Volkswagen Gran Lavidia will become part of Volkswagen's plan to see no fewer than 90 different VW models available in China by 2015.

## Autobahn limits proposed again.

The future of Germany's derestricted autobahns could be at risk, with the leader of the country's left-wing opposition party in support of a blanket 120 km/h limit across the high-speed motorway network.

Chairman Sigmar Gabriel of the Marxist SPD (Social Democratic Party) cites crash statistics that show a lower number of serious injuries and deaths on speed-limited highways as the reasoning for his stance. The party plans to consult with local councils about restricting the speed permitted on autobahns.

Both the SPD's membership base, and number of parliamentary seats in the Bundestag parliament, have more than halved since 1998, suggesting they are out of touch with ordinary Germans.

Germany's automobile organisation, ADAC, has defended the country's famous unrestricted autobahns, labelling Gabriel's suggestion "unsustainable".

ADAC spokesman Andreas Holzel told Germany's Bild newspaper that the autobahns were very safe roads that, despite being used for one-third of the country's road trips, accounted for just 11 per cent of its serious injuries and deaths in 2012.

Currently about 40 per cent of the nation's autobahns have a temporary or permanent 130 km/h limit, usually those near the busiest metropolitan areas or those undergoing roadworks. The same speed is used as the 'recommended' limit on the unrestricted majority.

ADAC has rather thrown its support behind introducing roundabouts to dangerous intersections and additional passing lanes on minor roads, referring to statistics that show 60 per cent of deaths on Germany's road network occur on country roads.



## The Toy Department.

Some time ago we featured the new Hot Wheels Kool Kombi drag bus originally issued in green and then the ever popular orange and now we should be seeing the white version very soon.



These Kool kombis are very popular and some people have also gone as far as making their own custom models as seen here.



Be sure to keep an eye out for these down the shops as I understand they are limited in numbers down under.

The other Hot Wheel release is the new Beetle convertible a little odd looking thing with yellow wheels but sure to be a favourite with the kids.



Hot Wheels die-cast toy cars are in 1:64 scale and were introduced by the American toy maker Mattel in 1968. For years they were the main competitor for Matchbox, until 1997 when Mattel bought Matchbox and their then parent company, Tyco Toys. Traditionally, Hot Wheels cars have been more of a 'custom' style than the 'realistic' style of Matchbox cars.

While they were originally designed for children, today many adults enjoy collecting Hot Wheels cars. Mattel have reported that over 40 million American kids grew up with Hot Wheels cars, and the average US adult collector has over 1,550 cars. At only a few dollars for each car, it's a pretty cheap hobby compared with collecting stamps or coins.

That's all from me this month – happy collecting!

Tony Bezzina  
[Kbezzina@bigpond.com](mailto:Kbezzina@bigpond.com)

## Robertson Classic Day. Sunday 14 April.

On Sunday 14 April (quite a while ago now!) our Club participated in the Robertson Classic Car Day, in the southern highlands.

It was a mild but sunny morning. Just three VWs met at Uncle Leo's Catlex servo at Liverpool at 7:30am for a coffee, Joe and Jeff in their yellow and red Superbugs and a sleepy Lily and me in our Kombi. After snacks we headed off down the motorway on a cruise to Mittagong. Joe lead the way (he had a Tom Tom), followed by Jeff and then our slower Kombi.



At the Mittagong turnoff an idiot in a Falcon came up quickly behind us on the right, passed me then swerved quickly left in front – and almost straight into the side of Jeff's Superbug. Luckily Jeff saw him and swerved further left onto the shoulder to avoid him. We both blew our horns and he wavered back out and around Joe, and away. That was too close.

We settled down into a relaxed cruise through Mittagong. Then I had a tradie in a Hilux come up behind me, pull in front, slam on his brakes and signal to turn left. I hit the brakes and pulled out to overtake, just in time to see Joe and Jeff also turning left into the same street, just before where the old VW dealer Bill Worner Motors once was. Oh well, we continued on and veered left at the usual Bowral



turnoff. Through Bowral and onto the road through Bong Bong and Glenquarry. I looked for the other VWs but no sign. So we went past the Wingecarribee dam, turned left onto the Illawarra Highway, climbed into the hills and soon arrived at Robertson.



Jeff and Joe were only a few cars in front at the entry, so no harm done. The show cars were marshalled to the right, where Wayne's Kombi and Laurie's Beetle were parked, but we went left to the General area. It was first come first served, so the VWs were not parked together.



It was a good turnout in the autumn sunshine, with classic cars of all makes there. Lily and I had a wander around, saying hello to everyone we knew. We walked up to the main street and had a look in a few of the antique and collectables shops, and bought an ice cream. Lily was



impressed that one of the antique store owners knew about her school!

We got some photos of the Big Potato (more like the Big Poop!), had a play on the swings and then had a look in the local markets. There were arts and crafts of all kinds; we looked at the local fruit and honeys and I bought some chocolate fudge. I looked for some VW books and collectables, but not much there. Lily was more interested in some old 1960s dial telephones.



We wandered back to the car show, which was on the village green just beside the historic Robertson railway station. The farm machinery exhibits were interesting, old steam pumps chugging, smoking and farting away as they endlessly pumped water back and forth. Then we had another wander through all the classic cars. There were a few other familiar VWs by this time, but not able to be parked together.

After sitting back in the Kombi and relaxing for a while, and talking to all the interested passers-by, Lily was getting tired and hungry so we decided to pack up and go a little after lunch. There would be trophies given away later, but we weren't eligible – Wayne was the only excellent chance. We said our goodbyes and left, along with quite a few others by that stage.

Lily wanted Maccas for late lunch so we stopped at Mittagong on the way home. It was a really enjoyable day in the sunny southern highlands, mingling with other car enthusiasts and showing off our VWs.

Phil Matthews







## Blast From The Past. Sunday 5 May.

On Sunday 5 May, just a few weeks before the VW Nationals, our friends at the Shoalhaven Volkswagen Club ran their annual 'Blast From The Past' show, at the Berry Showgrounds.

Several Club VW Sydney cars met at Uncle Leo's at Liverpool for the cruise down to Berry. This was a long, enjoyable drive down the motorway to Mittagong, Bowral, then past Fitzroy Falls and down the twisty mountain escarpment into Kangaroo Valley and across the historic 1898 Hampden Bridge, and back up the other side into Berry. With an early start, we were there around 9:30am.



It was a really big crowd of classic VWs on the Berry Showgrounds lawn, carefully marshalled by the Shoalhaven VW Club into organised lines. There were long lines of Beetles, and the Kombis were arranged into T1, T2 and even T3 lines. Very professional. And this year there were even some watercooled Golfs and Jettas, arranged also into their own lines.



The Shoalhaven VW Club had set up their tent near the entrance to the nearby markets, so there were many hundreds of passers by. There was also a brand new Beetle on display, courtesy of the show sponsors Kinghorn Volkswagen of Nowra.

It was a pleasure to wander up and down the lines of old VWs, many of which were local and not usually seen at





our events in Sydney. It was great to see that the T3 Kombi is now becoming a collectors special to VW enthusiasts, being the last flat four and last rear engined VW sold in Australia. Even Phill Lander was there in his Type 24 T3 syncro double-cab.

I had a good wander through the markets, but didn't buy any of the scented candles, perfumes, wind chimes, linens, handicrafts or wood carvings that most sellers were offering. I did pick up a couple of paperbacks.

Well done to the Shoalhaven Volkswagen Club for a well run VW display – it was an enjoyable day.

## Rattle n Hum Carshow. Sunday 30 June.

While our club had never been to this event before, Wayne Murray had been and reported it was an excellent day, good turnout and great opportunity to promote our club. So this year we made it an official event, with a cruise to start from North Parramatta to the show. We were looking forward to it.



The whole weekend was wet, with the Drags at WDIS already cancelled (for the second time!) on the Saturday due to rain. Sunday morning was no different, cold and rain across Sydney. Nonetheless, I left early and drove the Kombi to the meeting place, Hungry Jacks at North Parramatta. Lily was going to come, but was sound asleep when I left and I didn't have the heart to wake her.

I arrived at 7:15am, the only one there, and enjoyed a coffee and a Whopper while I read the paper. Soon Jeff arrived in his Superbug, and we chatted over breakfast. The rain continued to fall and we wondered if we were the only ones – until two other Beetles arrived, non members who had seen the ad on our website.

So with four VWs now, we eventually left Hungry Jacks a little after 8am, the three Beetles and my Kombi. The traffic was light as we made our way up Windsor Rd, passing Model Farms Siding park (a railway line used to run along Windsor Rd, from Parramatta to Castle Hill, until closed and removed in the late 1930s), crossing the motorway and turning right at Old Northern Rd. At Castle Hill we turned left at Showground Rd, right at Kentwell and left again onto Castle St. The RSL is at the end of Castle St.

The rain was still falling steadily as we pulled into the club carpark. There was still a banner on the front fence but

no sign of any classic cars at all; the carpark was mostly empty. We pulled in and parked together at the rear, just as a solitary Chev Corvette came in. He circled the carpark, slowed and went down the ramp to the bottom area and soon came out again.

We got out and wandered down. There was one solitary chap in Shannons jacket under an umbrella, standing beside a Commodore with Shannons labels on the door. We approached him and were soon told that the event had, indeed, been cancelled. However the decision to do so had only been made at 5am.



There was no point in standing in the drizzle, so we walked back to our VWs. A couple more Corvettes arrived, so we flagged them over and passed on the news that the show was cancelled. After a quick chat they departed. We stood at our VWs and talked to the two non-members for 10 minutes, looking over their Beetles and telling them about our club, our website and our magazine. Luckily I had some membership forms in the Kombi.



So with the rain still falling, we started up and headed off home. What a disappointment! But at least Lily was happy when I got home, when it wasn't even 10:30am. She had only been shortly out of bed and was watching cartoons in her pyjamas and dressing gown. Well done Club VW, our 4 VWs beat the 3 Corvettes for best represented car club at a cancelled car show!

Phil Matthews



# Norm's Fish n Chips run to HARS.

The threat of a wet day on Sunday 23 June failed to deter 30-plus hardy club members on the Annual Fish and Chip Run, with our destination this year the HARS aircraft museum at Albion Park Airport.

We met up for coffees at our usual starting spot, Uncle Leo's Caltex servo at Liverpool Crossroads, at about 8:30am. We had an enjoyable cruise down, in spite of the wet conditions, with the air-cooleds leading and the Kombis and modern watercoolers at the back.



On arrival we were divided up into groups of 10 with a museum guide for the next one and a half hours for a lesson in aeronautical history and engineering marvels from the past.



The major attraction at HARS is of course 'Connie', one of just two Lockheed Constellations in the world still flying. They also have a flying Catalina flying boat, plus working DC3s, Caribus and Neptunes from the RAAF. Plus lots of static historic planes like the last retired F-111, a Canberra, Sabre, a DC4 (the only one in Australia) and even a Hawker Hunter. These planes, 42 altogether, are tucked away in working hangars at HARS. There are also extensive storage and workshop areas. Our guides were well informed in the many facets of these unique aircraft and their history.

The kids also loved some of the smaller static displays,







such as ex-Qantas simulators, a Rolls Royce Merlin engine on a stand, many model aeroplanes and even a genuine RB-211 engine from a Boeing 747. Our guides John, Russell and Paul held our members attention, both young and old, with their knowledge. Thanks also to Judy for processing our members promptly for our most enjoyable visit.

Next we were off to Kiama Golf Club for lunch, raffles, car judging and socialising, with the rain still mostly holding off. Our schedule was a little pushed as the last group finished at HARS, and the bistro was closing at 2pm. Over lunch we made good use of the Club, especially the young ones with the model planes they had to assemble. Passive entertainment at work!

This year we had one Trophy for 'Best Car of the Day' which went to Johnny's Ghia taking the honours. Our guest judges Evan and Mark Hungerford of Kiama Golf Club enjoyed the exercise, although as rusted on V8 aficionados with just a soft spot for the VW Beetle.

Thanks to Shirley and Ray for the trophy, our raffle girls Lily and Kira, Raymond for the neat stickers, and webmaster Aaron for posting the event. And of course members old and new, young and old who made the day a success.

After writing this report I was informed of the sudden passing of our dear friend Ray

Pleydon, who had informed me on the day he thoroughly enjoyed the locations for this Run. It was the last time most of us got to see Ray. Our hearts go out to Shirley and her family.

Norm Robertson







## Joe's holiday in the UK and Malta.

We left on Wednesday the 1st of May and flew with Emirates, which stopped at Dubai and then changed plane for Heathrow Airport, arrived on Thursday in the afternoon. The weather in London was cloudy and cold but the next morning, Friday, it turned out a beautiful warm sunny day, perfect for taking a tour of London on one of those on/off double decker buses.

The place was choc-o-block with Londoners taking advantage of the weather and hundreds of tourists from Germany, Poland, Australia and other parts of the world. We took a tour guide who showed us the changing of the guard, Buckingham Palace and a ferry cruise on the Thames river going under the famous London Bridge.

On early Saturday morning we started on the Trafalgar tour which took us to Stratford-Upon-Avon, York, Leeds, Grasmere, Greta Green, Glasgow, Edinburgh, then crossed to Belfast by ferry and from there to Dublin, Kilkenny, Waterford, then back on the ferry to Cardiff, Bath, Stonehenge and back to London, all in 8 days. The highlight of this journey was in Dublin where we took an excursion to an Irish cabaret, singing and dancing to Irish music and drinking pints of Guinness beer.

A bit of trivia I learned while I was in Dublin:- You know the lion you see roaring at the beginning of every MGM film – the very first MGM lion, 'Slats', was filmed at the Dublin zoo and used by MGM from 1917 to 1928. All the later MGM lions were filmed in the USA. The Dublin Zoo opened in 1831 and is the third oldest in the world behind London and Paris.

We arrived in sunny and windy Malta on Sunday the 12th May in the afternoon. Friends took us to our accommodation at a Farmhouse in Hal Far, which is only about 6 km from the Airport. That night we enjoyed the hospitality of Farmer Bertu and his wife Violet. We had a home made meal with plenty of local red wine from Bertu's own vineyard.

Friends who have driven in Malta told me, when in Malta drive like the Maltese do, fast and furious, take care crossing the roads and park anywhere even round corners! So I decided to use public transport for the first two weeks and observe the traffic flow and get to know the island. I found public transport quite cheap, 2.30 Euros for a pensioner weekly ticket and 12.00 for anyone else and buses took you just about anywhere you want to go on the island.



In the second week of our holidays I rented a little two door Toyota for just 14 Euros a day, quite cheap I thought, and petrol price was 1.48 E a litre. No choice of fuel, only unleaded or diesel sold in Malta. It took me a couple of days to get used to it and mingle with the other drivers on the road, then it was just like driving anywhere in Sydney except when you enter a village, the roads get narrower and it becomes like a maze where many of the streets are one way and for a tourist it can be quite confusing at first. However assistance from the Maltese was never in short supply, everyone is eager to help you out.



When you tell them you're Maltese-Australian, they all say they have friends or relatives who live in Sydney or Melbourne. One time I was in the middle of the 'big city' of Victoria in Gozo, I saw a traffic cop on his motorbike, I asked him to direct me out of the city and to my surprise he said: 'Follow me' and led me to the main road to Marsalforn where I was going. Another time I went for my usual jog at Hal Far and I came to this town called Gudia which was about a kilometre from the Airport of Luqa and I turned into a dead end street, a young man saw me and called out: 'That's a dead end street, you need to get into the other street parallel to this one' I said, 'Thanks, actually I'm looking for a toilet, I need to go badly' He said, 'No problem, see that round building over there, that's it, but just hang in there, I'll go inside and get you some toilet paper because chances are that you won't find any in that toilet!' How good is that, you can't beat Maltese hospitality anywhere in the world, I reckon.

I had a great time with the 'Das Maltese Kruizers' club. The President, Karl Ciarlo agreed to pick me up from the farmhouse and go for a drink and meet a couple of members. I





said, "You sure you want to do this, where do you live? Hal Far might be a little out of your way!" and he said, "Joe, you're not in Australia now, it doesn't matter where you live in Malta, you're always close by, if you know what I mean?!" He took me to a bar at Zurrieq where I met two of the members, Renato Camilleri who owns three T3 Kombis, one of which is an air-cooled camper, and three bugs, and Patrick Mercieca, who turned up in a 1973 Standard Bug. He also owns another T3 aircooled camper, several bugs, a Renegade Buggy and a Type 3 Squareback, for now.

One of the photos you see in the magazine is that of some of the members taken at a car show at Hal-Qormi, from left to right: Gary Vella, Karl Ciarlo, John Galea, Patrick Mercieca and Hugh Greengrass.



For that event 7 vehicles turned up for the show, yellow 71 Bug, '73 Karmann Cabrio, grey 1958 Beetle, a locally converted twin turbo bug, black and red 1968 Beetle, a 1973 Kombi Camper and a light blue 1968 Camper. During the show someone decided to give a demonstration of their



powerful engine and let it blast, before you know it the Parish priest came out of church where Mass was on and told him to shut the engine off quick smart. After the show, we went to St. Thomas Bay for some lunch and drinks.

I attended another event at Ta-Qali National Park which is situated a few kilometres from the old city of Mdina. It was a camping weekend open for all and the VW club were very well represented, they had 18 Kombis camping and another four taking part in the village activities.

One of their biggest event is around Christmas time when they do a charity drive 'Paqpaqli ghal-Istrina' approx 1,500 vehicles of all types turn up including about 77 club registered VWs, bit similar to our Bikies Toy drive for the Children's hospital. There are no membership fees or monthly meetings in their club. A few of the air-cooled enthusiasts stayed in touch and held informal activities from time to time. From this group of friends emerged the Das Maltese Kruizer (DMK). It currently includes about 250 enthusiasts who meet regularly to enjoy their rides together and socialize as frequently as the weather allows. This has always been the prime motivator for VW members, besides they also share technical knowledge and help each other out wherever possible to ensure that these endearing machines are preserved for the enjoyment of future generations.

An holiday overseas is always enjoyable, but when you meet friends like Joe and Rita (picked us up from the Airport and took us out a few times ) and Karl who took me out at night for drinks and a tour of the island, then it makes the holiday enjoyable and memorable. We left Malta on 13/6 and arrived back home in Sydney on Friday night at 10.00pm and that's all folks.

Joe Buttigieg







## Audi wins Le Mans 2013.

June 23, 2013 .LE MANS, France (AP) — Audi won the 24 Hours of Le Mans over the weekend of 22-23 June, for the fourth year in a row, and their 12th victory in 14 years. Audi dedicated its victory to Aston Martin driver Allan Simonsen of Denmark, who sadly became the first driver to die in the famous endurance race since 1997.

Tom Kristensen, Allan McNish and Loic Duval of Audi #2 finished one lap ahead of Toyota #8 driven by Anthony Davidson, Sebastien Buemi and Stephane Sarrazin.

“This one is for Allan Simonsen,” a tearful Kristensen said after taking the checkered flag. “A fantastic driver. This is for him.”

The 34-year-old Simonsen skidded into the barrier at the Tertre Rouge corner, where cars typically reach speeds of up to 170 km/h, when his Aston Martin spun out at high

speed only 10 minutes into the race. He died from his injuries soon after being flown to the hospital, organizers said.

“Obviously, this horrible incident dampens the joy about another great Le Mans victory for Audi,” Ullrich said on the team’s website. “We were all completely shocked by the news of Allan Simonsen’s death. This is the first fatal accident we’ve had to witness in 15 Le Mans years. I hope it’ll remain the last.”

After Simonsen’s accident, Aston Martin Racing stayed in the race at the request of his family.

Sebastien Enjolras lost his life during pre-qualifying at Le Mans in 1997. The last driver fatality during the race itself was Jo Gartner in 1986. The worst crash in Le Mans history occurred when Pierre Levegh’s Mercedes flew into the crowd in 1955, killing more than 80 spectators.

“It was a complicated race,” Duval said. “It’s a reminder that it’s a dangerous sport, even though we don’t often think about it. It was very emotional. Tom lost his father in March and now he’s losing a friend. That’s rough.”

Fifty-six cars started in the 81st edition of Le Mans, but 13 failed to finish and one car didn’t complete a sufficient number of laps to be classified. In the 12th hour Canadian driver Tony Burgess managed to walk away from a crash.

“It was obviously a great relief when we saw him walk away from the accident,” HVM Status GP technical director Rob Arnott said. “Many of the components are completely destroyed but the safety cell and everything else stood up to the impact incredibly well and it all absorbed the impact.” “The conditions were very tough,” said Wolfgang Ullrich, head of Audi Motorsport. “We had to make the right

decisions at the right time.”

At the wheel of Audi #3, Oliver Jarvis, Marc Gene and Lucas Di Grassi took third place, one lap off the pace.

Although Audi was much quicker than its Japanese rival, Toyota hoped fuel consumption and tyre management could be decisive. But the strategy was thwarted by the changing weather and numerous safety car periods. The safety car came out 11 times, holding up the race for more than five hours.

Toyota briefly hit the front when the Audis pitted in the second hour. But the





German manufacturer started dominating the race, regaining the top three spots in the third hour under pouring rain.

However, speed is no guarantee of victory. Reliability matters just as much in a race won by the team that completes the most laps in 24 hours, with up to three drivers alternating.

Just when Audi looked irresistible on a track that was drying out, two of its cars faced reliability issues in the seventh hour.

Benoit Treluyer's Audi #1 was stuck in the garage for more than 40 minutes because of technical trouble, to fall out of contention, eventually finishing fifth. The Audi # 3 driven by Jarvis had a puncture and later had his front bodywork changed. Jarvis' Audi overtook Nicolas Lapierre's Toyota #7 in the 22nd hour to finish third and make the podium.



In the next-to-last hour, Lapierre made a mistake, skidding off the slippery track at the Porsche curves to crash into the tyre barrier. But Lapierre limped back into the garage and finished fourth.

Thus the result was Audi-Toyota-Audi-Toyota. This was Duval's first victory at Le Mans but the third for McNish and the ninth for Kristensen, who further extended his all-time record for the most wins.

Audi earned its 12th title at Le Mans, now just four shy of Porsche's all-time record. The winning trio completed 348 laps in 24 hours on the 13.7-km Circuit de la Sarthe. Porsche will return to Le Mans next year, possibly with Mark Webber at the wheel. An Audi-Porsche-Toyota fight should be enthralling.

Toyota now has four runner-up finishes at Le Mans but has never won. The only Japanese manufacturer to win was Mazda with its 787B rotary in 1991. Audi had the top three spots on the grid while Toyota started from fourth and fifth. Martin Plowman, Ricardo Gonzalez and Bertrand



Baguette finished seventh overall in Morgan-Nissan No. 35 but topped the LMP2 class.

Marc Lieb, Richard Lietz and Romain Dumas won the GTE-Pro class in Porsche No. 92, while Raymond Narac, Christophe Bourret and Jean-Karl Vernay finished first in the GTE-Am category at the wheel of Porsche No. 76.

A promotional poster for the 24 Heures du Mans 90th Anniversary. The poster features a large Audi e-tron quattro endurance race car, number 1, in the foreground. The text "24 HEURES DU MANS 90 ANS" is prominently displayed at the top. Below it, the dates "22-23 JUIN 2013" are shown. A price tag indicates "À PARTIR DE 45€". At the bottom, the text "PRÊT POUR LE GRAND DEFI ?" is written. The website "WWW.24H-LEMANS.COM" is listed at the bottom left. Various sponsor logos, including Rolex, Michelin, Euro RSCG, Info, and LEC, are displayed at the bottom.





## A few tips for welding sheet metal on cars.

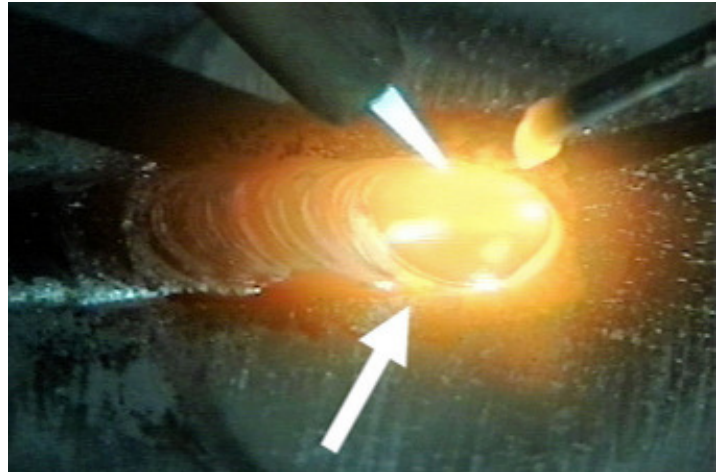
When welding a patch panel or mudguard flare on a car, I use either oxy-acetylene (oxy welding) or wire-feed (Metal Inert Gas – MIG welding), in that order of preference. Tungsten Inert Gas – TIG - welding is great, but few do-it-yourselfers have a TIG welder, so we'll stick with the first two. Oxy welding is my first choice because the metal stays fairly soft and workable, and metal finishing is easier (and quieter). MIG-welding work-hardens the metal and seems to shrink the weld area excessively. Oxy welding also shrinks (heat shrinks); however, the metal is still workable with hammer & dolly, whereas a MIG-welded panel is too stiff to work effectively.

**Oxy Welding:** As a good rule of thumb, oxy-weld the panels you can reach both sides of, and MIG-weld where access is more limited. I sometimes do both on a panel. If you choose this method, be aware that it's easier to MIG-weld over an oxy-weld than vice-versa, so do the oxy-welding first (at least where the welds join). When oxy-welding, I use the smallest tip I can get away with, usually a 00 or 000, and low line pressures. If the torch pops when welding, the pressure may be too low, the tip may be too large, or the tip may be dirty. If the torch is noisy, the problem might be high line pressure, too small a tip, too much oxygen, a dirty tip, or a combination



of these.

Your weld-puddle should look smooth and glassy. If your weld falls through, you're too hot; if it takes more than a few seconds to get a puddle going, you're too cold. If your torch acts up once you're set up the way you like, the problem is usually a dirty tip. Try welding two pieces of 1 mm steel together. Connect the pieces together edge-to-edge (butt weld). If your heat is right and you have a perfect fit, you can fusion-weld them. Fusion welding is basically melting the metal together, without using filler-rod. You can make beautiful little welds this way. I usually fusion-tack my panels together and use a little filler-rod when finish welding, to keep from having a concave (shallow) weld surface.



Check the backside of your weld to make sure you're getting good penetration. It should look like a weld, not two edges glued together. If you didn't get good penetration, you can fusion-weld over the bad spots from the back. This exercise will help you make good welds later, when you can't see the backside of your work. Remember heat shrinks, so stretch your tacks with a hammer & dolly; the same applies when finish-welding. After 15 to 20 mm, set your torch down (turned off or in a safe holding bracket), and use your hammer & dolly. The object is to remove some of the shrinking you've caused by welding, while keeping your panel in shape. Don't stray too far from the weld to begin with. You'll find you can get your shape back if you patiently work the weld area first, and then address any peripheral warpage. Remember, if your panel fits well to begin with, you should be able to make it fit when you're finished, without resorting to drastic measures (lots of heat-shrinking and pounding). As far as metal finishing goes, that will have to wait for a future article.

**MIG-Welding:** Most people who have just started MIG-welding, seem to have a hard time seeing the weld as they go. If you're having this problem, make sure the clear lenses protecting your weld lens are new. Also, try using the trigger to do a puddle, then let go of the trigger, move the gun slightly, and repeat this process over and over as you move along. This way, you won't feel like the machine is forcing you to go too fast. You may find this method helps the quality of your welds, too.

Don't hesitate to play with the weld settings on your machine; that's what they're for. Is your gun jumping? Getting lots of sparks? Your wire speed is probably too high in relation to the voltage. Blowing holes in your work (even with the stop & start method described earlier)? ... Welds look like





lava flows? Your voltage is probably too high, in comparison with your wire speed, or your voltage and wire speed are both too high. Lumpy-looking welds? You should be welding hotter (more wire speed and voltage).

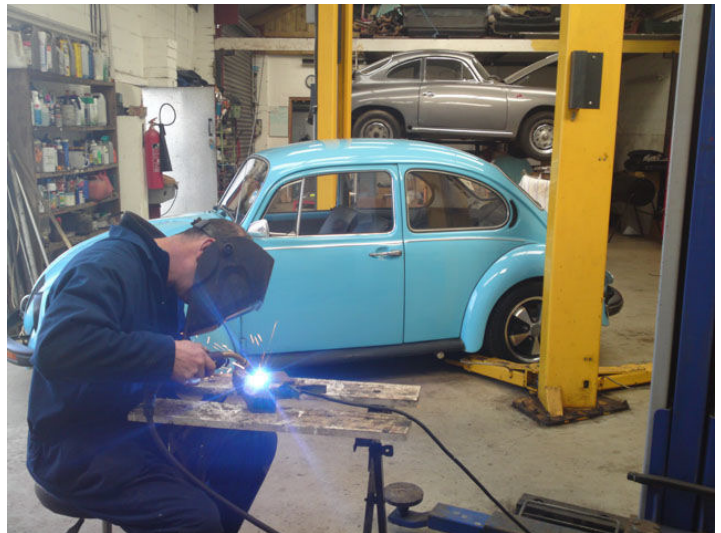
**Tack Welding:** Take your time, and use lots of tacks; not only do they hold your panel in place, they also help dissipate the heat evenly. The best results are achieved when you insert the panel flush with the car body, instead of overlapping and less



grinding and filler will be required. If you have to push the panel into place to tack it, you will have more of a problem with distortion than if you make the panel fit better to begin with. Tack about every 25 mm or so. If you grind the tops off the tacks, you may have an easier time making a good final weld.

**Finish Welds:** When doing your final welding, weld only about 15 mm at a time. Try using a wet rag or spray bottle to cool the panel as you work, which helps minimise warpage. When finished, grind the weld as smooth as possible, then sandblast the area. If you don't have a sandblaster, carve all the scale out of the welds using a small broken drill bit, held at an angle in your drill motor. You want shiny metal. When you need filler over welds (usually the case with MIG-welding), your first application should be a fibreglass-reinforced filler, as it is tougher and shrinks less than regular filler.

**Some Final Tips:** Use templates on any shape that isn't flat. Take the time to protect your eyes, ears, and lungs. Keep a fire extinguisher handy, and keep a fire watch on your



workshop at least 1 half an hour after welding.

I wrote this because I was unable to find out most of this information when I was starting out. I hope it will be helpful to someone. This article states my opinions and is not the gospel, as I'm sure others may have different ideas when it comes to some of this stuff. Get to work!

John Kelly

  
**SWANTON'S**  
(DICK SWANTON PTY. LTD.)  
**VOLKSWAGEN**  
**HURSTVILLE**  
SALES, SERVICE AND SPARES  
10 HUDSON STREET, HURSTVILLE  
**57 2094**  
**57 7996**  
After Hours: 57 1506  
Used Car Division: 58 9678  
After Hours: 54 8400  
Panel Beating Division:  
71 FOREST RD., HURSTVILLE, 58 9616



## VW boot camp.

No, we're not at war, but we've definitely got a fight on our hands when it comes to CV joints. And since you only need to do your boots every 50,000 km you're not likely to become proficient at it. So here's a little refresher course. But before we start, I want to preach a little pre-sermonette at you.



When you do periodic maintenance on CV joints you must insure the parts are not thrown out of balance. Before taking anything apart, make orientation marks that will allow you to reassemble the parts in exactly the same relationship as they were originally installed. That includes not only the CV joints to the stub axles and tranny, and the CV joints to the axles, but even the balls within the CV joints; they should go back into their same races and the same opening in the cage. John Muir failed to make this point in his otherwise excellent discourse on CV joints, and that failure had expensive consequences for lots of VW owners who reassembled them in a willy-nilly fashion and even used hose clamps and the like when installing their boots. The axles rotate at about a thousand rpm at freeway speed. The imbalance created by the screw-type clamps causes premature failure of the rear wheel and differential bearings. As with pounding on the wheel nuts with a hammer & chisel, this is another instance where the earnest efforts of St. Muir did far more harm than good.

The boots are those rubber bellows around your axles. Swing-axle trannys have two of them, one on each side. Later model 4-joint trannys use four of them, one on each end of each axle. Both early and late VWs have independent rear suspension systems. The term 'IRS', as applied to late-model 4-joint trannys, was invented by magazine editors who seldom get things right anyway.

On early swing-axle trannys there is no periodic maintenance requirement for the boots, you simply check them now and then, replacing them if they become torn (as they all will) or leak excessively. On swing-axle trannys the axle runs in a housing; the boot flexes with the rear suspension but does not rotate, permitting the use of split-type boots as replacements. Since the boots serve only as an oil seal they should be replaced if they are no longer doing their job.

On late model 4-joint trannys the boots act as grease seals for the Constant Velocity (CV) joints and rotate with the

axles. In order to lubricate the CV joints you must remove the boots. Because of the unbalanced nature of split-type boots they cannot be used as replacements. You must dismantle the CV joint and press the axle out of the joint in order to slide the new boot onto the axle (and the old boot off).

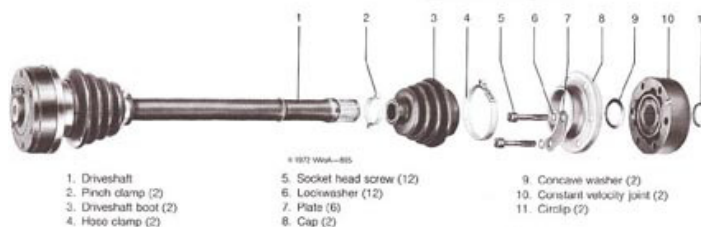
John Muir's 'Idiot' book provides the best available step-by-step procedure for the removal, lubrication, and replacement of your CV joints. If you don't hold a copy of 'How to Keep Your Volkswagen Alive', go buy one. Now. (I'll wait until you get back.) But you should also have the Haynes VW manual (#159) which is superior to all others thanks to its lavish use of illustrations. They do an especially good job describing CV joint maintenance.

About three weeks ago you should have ordered your boot kits. A 'boot kit' consists of a replacement boot, eight (or six, depending on model year) new bolts, a new splined washer (needed to provide the proper pre-loading during reassembly), a new circlip, 90 grams of CV joint lubricant, and a new boot clamp. The best kits are from Meistersatz, the German company that supplies VW with your original boots.



If you've never done your boots, order four kits and do all of your CV's. It will provide you with a base-line for doing them in the future. You'll also need about twice as much lubricant than is supplied with the kits; pick it up locally. If some of your old boots are still in good shape, clean them and hold them as emergency spares. You will need to carry a spare tube of CV lube but you can make a nicely balanced emergency boot-clamp using wire. (The trick is to make two wrappings, 180 degrees apart, having the same number of twists so as to maintain proper balance. Use stainless steel aircraft-type safety wire if you can get it, stainless steel MIG wire if you can't, bailing wire as a last resort.)

Over the years Volkswagen used different numbers of bolts on their CV joints, and different sizes, too. The bolts are socket-head types using either Allen-head sockets or the





splined 12- point 'triple square' pattern (ie, three squares superimposed, each rotated 30 degrees from the other). Also called 'XZN' sets, they are commonly found in all German cars such as Audis, BMWs and Mercedes. Volkswagen has used both M6 and M8 sizes for CV joints; modern VWs use them in an ever wider variety of locations and sizes.

Since the Allen-head type may be used as replacements for the splined type, and since the splined type came in two sizes, and since some prior owner may have serviced one of the CV's but not the others, one of your first chores will be to determine what type of bolts you are dealing with. Raise the vehicle, support on jack-stands, crawl under and scrub the heads of the CV joint bolts clean using a toothbrush and solvent. Be prepared to spend up to one hour on this job. You must clean the socket of every bolt and there are 24 of those puppies. If you fail to get the sockets clean the bit won't seat properly and you'll strip the socket, leaving you the lovely task of worrying the bolt loose using vise-grips. And don't assume all of the bolts are the same! Scrub them all; you may find one of your CVs wearing bolts different from the others.

Alas, Allen-head wrenches cannot be used on the 12-point XZN splined bolts, nor visa-versa; you'll only ruin the bolt if you try. The majority of Volkswagen CV joints use the triple square socket head bolts of the 8mm (socket-head) size. Go buy yourself a proper XZN socket set. You'll be looking at \$40 for a basic set of M4, M5, M6, M8, M10, M12, M14 and M16 with compact 3/8" drive. All good tool supply stores will have them; remember to ask for either a 'triple square,' or 'XZN' socket set. They will also come in handy for working on Type 4 engines, and all modern VWs. Try doing a Google search on 'XZN socket set.'



Other names you'll sometimes hear for XZN triple square screws and drivers are 'Aircraft Screws' (a bit vague!), 'Double Hex', or 'Double Allen' screws. These are not right. The recesses in the XZN screws are made of three squares, not two hexagons. The corners are therefore 90 degrees, not 120 degrees. They are not double hexes, and an Allen key will not fit them properly.

Another word of caution. The XZN '3-square' pattern socket head bolts used on Volkswagens are also NOT Torx-bolts. Torx is a 2-triangle pattern – that is, only six points, rather than 12. The typical hardware store guy doesn't know the difference, apparently defeated by any number greater than five. 3-square XZN pattern socket-head bolts are found mostly on European vehicles, Torx on American and Japanese. Brazilian vehicles use a pattern that is perfectly round :-)

As a personal note, I've made most of the Allen-head and splined tools I use by cutting off the bit and brazing it into a suitable socket, usually something picked up at a swap meet. Such bits are made of hardened steel, they will dull a file and strip the teeth from a hacksaw. The proper way to cut them is to use an abrasive cut-off wheel or a diamond saw. Cut-off wheels work best; the harder the material, the faster they cut.

The final tool you must have is an accurate torque wrench, and this is one of those cases where a clicker is superior to the torsion beam type. Working overhead, under the vehicle, it is very difficult to position yourself so as to read a beam-type torque wrench without introducing parallax, whereas the clicker can be read upside-down, behind your back and in the dark, if you wish.



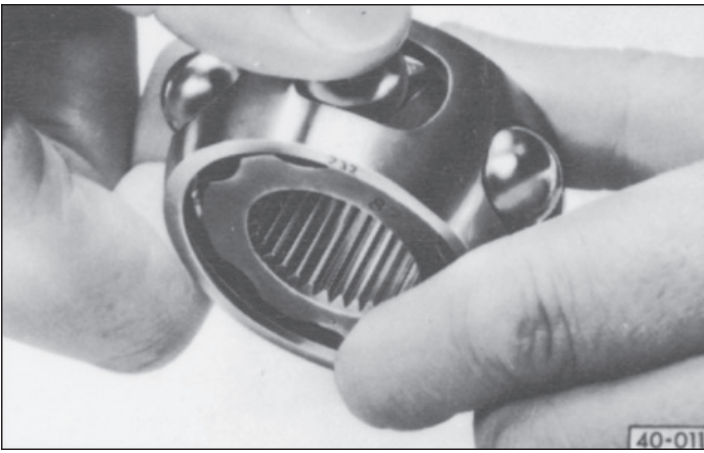
Your Bentley manual fails to include the proper torque values for the two sizes of bolt used on the CV joints. Most of us have the 8 mm bolt; they should be torqued to 25 ft/lbs, the 6 mm to 31 ft/lbs. (That's right; 25 for the 8 mm, 31 for the 6 mm.) Run them up snug, then torque in a cross-pattern for the 6 mm, a star for the 8 mm (If you've got the 6mm bolts there should be only four of them.)

The Bentley manual shows uniformed Volkswagen mechanics using the standard-issue Volkswagen hydraulic press to push the axle out of the CV joint (and pressing the CV back onto the axle when the job is done, no doubt marching in lock-step between times). St. Muir sez use hydraulics if you got 'em but a hammer will work too. In this case, I agree with him.

The Haynes manual shows the mechanic pushing the axle out of the CV joint with his thumbs. This is the most likely case for disassembly since the axle is meant to be a tight sliding fit in the CV joint, rather than an interference-fit. If you encounter a sticky one, inspect the upper-most portion of the splines (above the groove for the locking ring). It's most likely that you will find some minor burrs on these splines. Stone them away and try again. If you must use hammers and drifts, use proper ones; lead or brass for the hammers, bronze or brass for the drifts. On reassembly the internally splined cup-washer must be compressed, a task most easily accomplished with a hydraulic press.

Failure to maintain the original spline/tooth orientation often causes the axles to bind in the CV joint hub during reassembly. Take it apart, verify the alignment and try again.





The Bentley manual neglects the CV joints, offering neither a nominal lubrication interval nor torque values. The Haynes manual sez to inspect them but to leave them alone unless the boots are torn or leaking. That is as invalid as the Bentley approach; by the time the things are torn or leaking you'll be faced with the expensive replacement of the CV joint rather than its messy but necessary lubrication.

(The Haynes method is correct for the older swing-axle trannys and may well be a typographical blunder, albeit one of major proportions.) John Muir sez keep your CV's greasy and they'll last a long time. Despite his many errors and omissions, John Muir's approach is the most correct of all, at least when it comes to CV's.

Each of the manuals cited above claims a certain degree of expertise yet each contains many errors, some minor, some catastrophic. (The Chilton manuals are not worthy of mention.) Your wisest course is to gather as much information about your vehicle as you are able, and from as many diverse sources as possible - and then to think for yourself.

## The right side.

*I've taken my VW engine apart, and noticed something I don't understand. How does the right case half's lifters get lubrication?*

Pressurized oil reaches the right side of the engine via the #2 cam bearing web.

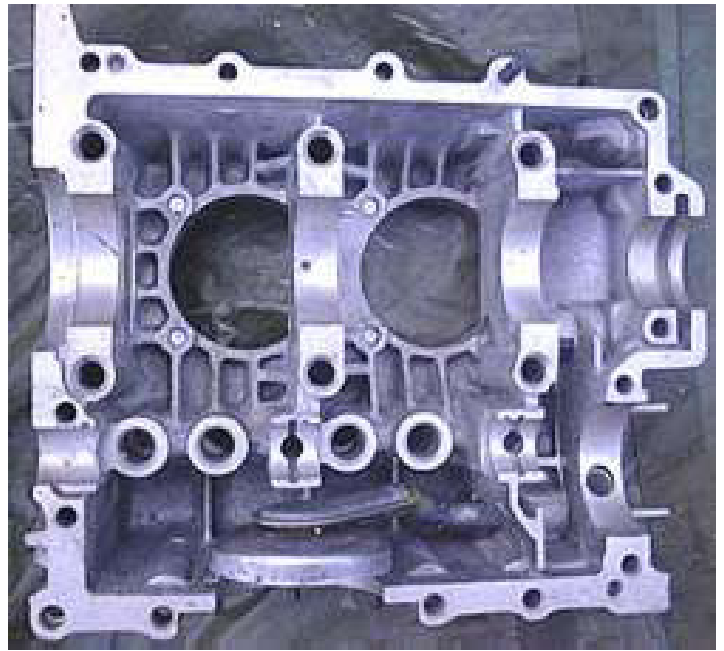
This is one of the weak links in the Type 1 design and part of the reason those nifty drop-in hydraulic lifters CB usta sell did not work - the 'corner' lifters on the right side of the case were starved for oil. This is also why those nifty needle-bearing rocker-arms don't work as well as they should - insufficient oil supply.

This is also why a lot of big-bore strokers last only a few minutes. In relieving the cam and #2 cam bearing web to clear the flanges of the stroker crank, the builder would often cut away a bit too much, causing a dramatic drop in oil pressure for the right-hand side of the engine.

Fortunately, it's pretty easy to fix :-)

See the #3 cam-bearing web? Notice the hole is NOT drilled all the way through?

On some crankcases (careful here, troops) you may be able to extend the oil passageway by drilling from the #3 cam bearing to the end of the



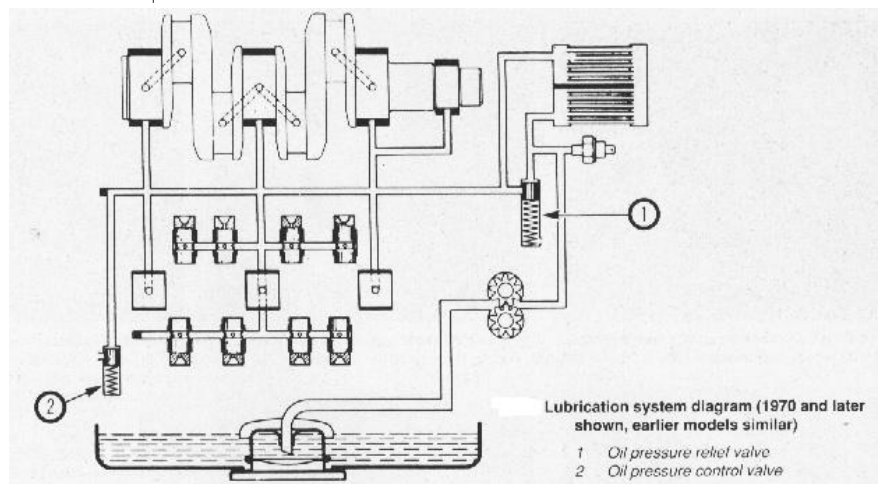
valve lifter oil gallery, which must also be extended. This gives the right-hand side of the crankcase two sources of oil. But it doesn't work for all crankcase castings and there is a bit of tricky work involved even when there is enough metal for the drilling — you have to get the angle just right or you've screwed the pooch.

You can make this modification work on an early crankcase... but you have to add a bit of metal down in the bottom of that hole you'll find just off the rear-ward end of the right-hand valve-lifter gallery. And anyone who can TIG down in the bottom of that hole deserves a Nobel. (Hint: You can't use a regular torch.)

There are a couple of hi-tec tricks you can do to the heads to feed oil into a hollow rocker-shaft for the purpose of juicing needle rockers but it's not for the faint of heart. If you gotta turn eight grand for a couple of hours to get a champagne shower it might be worth looking into. Otherwise, stick with a properly applied coating of DFL-1 and clean oil.

Bob Hoover

PS — Opening up the right-hand crankcase half at the #1 cam-bearing web to the main oil gallery and ensuring 100% lubrication to the rockers (normal is only 8%) is the foundation of the so-called 'HVX' mods that I'll tell y'all about some other time.





SUNDAY TELEGRAPH, MARCH 22, 1959

# VOLKSWAGEN

## CARS AND TRANSPORTERS



The success of Volkswagen in Australia can be attributed to many factors—proved reliability, real operating economy, extra comfort and capacity, and a complete after-sales service policy.

Every Volkswagen is backed by a sincere and long-term warranty. No matter where you buy VW, you may still obtain your warranty service from any VW centre, and with the assurance of the same skilled attention. All centres are fully equipped, employ trained staff and will give you the prompt, economical service which has earned for VW greater customer satisfaction than any other car.

Charges for repairs are uniform, too. Every new owner is issued with a booklet of **Fixed Labour Charges**. No matter where you drive, you know what your costs are. All of these are features which have made VW "the easiest car of all to own."

Look for the blue and white VW sign that identifies each centre! Why not enquire today about the Volkswagen Plan for Perfect Motoring?



VW MICRO-BUS



VW PANEL VAN



VW PICKUP UTILITY



VW KOMBI VAN

Any VW Authorised Centre will be pleased to arrange demonstrations to suit you, to discuss terms or trade-ins and assist your purchase in every way.

For every Volkswagen Sales enquiry you may with every confidence approach your nearest VW Sales and Service Centre:—

**BANKSTOWN**  
ASHTON CAR SALES PTY. LTD.  
228 South Terrace. UY 1311

**CAMPERDOWN**  
LANOCK MOTORS LTD.  
"Corsell Park," 141 Parramatt  
Rd. LA 6758. After Hours  
LW 7700

**COLLARROY**  
YOUNG'S COLLARROY GARAGE  
PTY. LIMITED  
1021 Pittwater Road. XW 8304

**DOVER HEIGHTS**  
JACK JEFFERY PTY. LTD.  
218 Military Road, FU 6098

**FORESTVILLE**  
THE SAFETY DRIVE  
SERVICE STATION  
Warringah Road. JY 9393

**KILLARA**  
BARKER MOTOR CO.  
Pacific Highway. JX 2486

**MIRANDA**  
MIRANDA SERVICE STATION  
598 The Kingsway. LB 7734

**PARRAMATTA**  
ALL SERVICE GARAGE  
56 George Street. YL 7263,  
YL 9753, YL 6969  
**PENRITH**  
WARD'S MOTORS  
Great Western Highway. B 2321  
**ROCKDALE**  
MOTORWAYS PTY. LTD.  
364 Prince's Highway. LX 0301

**RYDE**  
THE HOUSE OF DAVID  
"EDEN PARK"  
Lane Cove Road, North Ryde.  
WW 0271

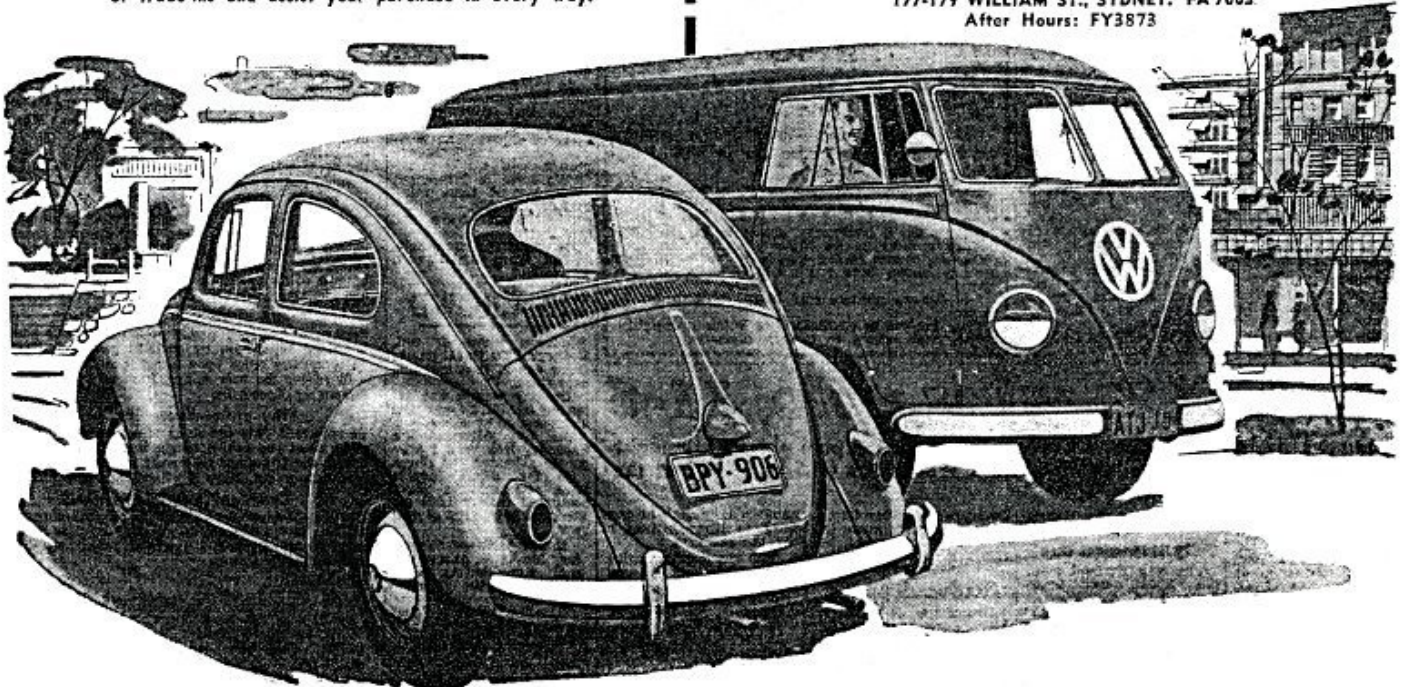
**STRATHFIELD**  
McCALLUM MOTORS  
460 Parramatta Rd. UJ 1458,  
UJ 1387. After Hours 523-3532

**ST. LEONARDS**  
LANOCK MOTORS LTD.  
21 Herbert Street  
JF 1355. After Hours XY T061

**SYDNEY**  
CHARLEY & LORD PTY. LTD.  
199 Macquarie St.  
BW 9538, BW 4701

**WINDSOR**  
RAY REVELL PTY. LIMITED  
6-9 Richmond Road. Phone 431

N.S.W. DISTRIBUTORS:  
**LANOCK MOTORS LTD.**  
177-179 WILLIAM ST., SYDNEY. FA 7003  
After Hours: FY3873





# VW NATIONALS Sponsors 2013.

We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2013 possible. Please support them, because they support us.

Volkswagen Group Australia	1800 060 936 (FREECALL)	Mick Motors	QLD (07) 3266 8133
A.J.Cody VW Performance	(02) 4325 7911	Mobile Auto Models & Toys	0403 012 060
All Metal Bumpers	0438 765 098	Motexion Bulkheads	1300 563 333
Andrew Dodd Automotive	(02) 9683 2184	Mountain Mechanics	0418 426 487
Antique Tyres	VIC (03) 9458 4433	NRMA Vintage Classic Insurance	1800 646 605
Artemi's T-Shirts	0415 163 313	North Rocky Mechanical	QLD (07) 4922 0555
AusFire Protection	1300 969 800	Pacer Auto Products	(02) 9647 2056
Australian VW Performance	VIC (03) 9725 5366	Quik Strip Bankstown	0418 440 131
Black Needle Motor Trimming	(02) 4722 5333	Red Van Tyre Colouring	0408 254 574
BWA Auto	(02) 9838 7373	Reliable Automotive Services	(02) 9438 3830
C & S Automotive	(02) 9774 3340	Rod Penrose Racing	(02) 4272 9920
Camden GTI	0423 051 737	Shannons Classic Car Insurance	13 46 46
Canberra VW Centre	ACT (02) 6253 1481	Stan Pobjoy Race Engineering	(02) 6654 3694
Classic Vee Dub	(02) 9638 4200	Subarugears	0419 243 275
Cupid Wedding Cars	(02) 9837 0231	Unicap Pty Ltd	(02) 4777 4006
Custom T-Shirts & Trophies	0407 946 939	V.A. Spares	(02) 4328 3880
Custom VeeDub	QLD (07) 3356 4356	Vintage Vee Dub Supplies	(02) 9789 1777
Das Resto Parts	QLD (07) 5568 0143	Volksbahn Autos	(02) 9688 2933
Defender Safety	(02) 9838 8986	Volkscare	VIC (03) 9729 9281
Euro Revolution	0430 435 489	Volkshome Automotive	VIC (03) 9464 0366
Exoticars Service Centre	(02) 9683 2110	VolksMüller	(02) 9679 2900
Expert Signs	0416 258 763	Volkspower	VIC (03) 9808 6777
Gold Coast Veedub	QLD (07) 5537 6200	Volkswerke	VIC (03) 9435 1868
H & M Ferman	(02) 9533 2722	vollks.com.au	vollks.com.au
Harding Performance	QLD (07) 3392 2980	VW Classic Kirrawee	(02) 9521 5333
Indian Automotive	(02) 4731 64441	VW Magazine Australia	QLD (07) 3806 1240
J.C. Fry's VW Spares	(02) 9438 4588	VW Spectacular	0427 695 203
Just Kampers Australia	(02) 9645 7660	Wayne Penrose VW	(02) 4272 5644
Kemp Tools	0402 888 822	Westside Mufflers	(02) 9773 7244
Klaack Motors	(02) 9724 5901	Wolfsburg Automotive	VIC 1300 370 310
Kombi Limousines	1800 566 247	Wolfsburg Motors Sydney	(02) 9519 4524
MacKellar Service Centre	(02) 9939 2467	Wurth Australia	1300 657 765



**VOLKSWAGEN**  
GROUP AUSTRALIA