

Zeitschrift



Jeff's 7-yr old cousin Jackson in Herbie.

September 2013

IN THIS ISSUE:

Sawtell Winter Break
Tony's trip to Europe
Eastern Creek Classic
Bolwell Ikara

Rattle n Hum car show
Norm's AHMF talk
New VW 1500
Plus lots more...



Club VeeDub Sydney.
www.clubvw.org.au

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



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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)
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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

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

We thank our VW Nationals sponsors:

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Classic Vee-Dub	VW Magazine Australia
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Gold Coast Vee Dub	

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

Part of the



Burwood Council

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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

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

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Club VeeDub
Canberra Chapter



www.canberravw.com

Club VeeDub Canberra Chapter

SHANNONS 2013



GERMAN AUTO DISPLAY

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CLUB CRUISE SATURDAY, 21 SEPTEMBER

- ▶ Meet at Russell Offices carpark at 2pm for a VW convoy cruise through Canberra. BYO afternoon tea.



SHOW & SHINE SUNDAY, 22 SEPTEMBER

to be held East/West lawns in front of Old Parliament House

- ▶ 8.30am arrival for setup. Bring a chair, sunscreen & the camera!
- ▶ **ALL** cars must register at the **VW Club** tent & have drip trays.
 - ▶ Display fee collected on arrival.
 - ▶ Food & drink will be available on site.
 - ▶ People's choice trophies will be awarded.

More information at www.canberravw.com closer to the event.

1st Annual Car Show

(FORMERLY MEMORIAL TO PAUL GRIMA)

BERKSHIRE PARK, LLANDILO & SHANES PARK COMMUNITY GROUP

Sunday 29th of September 10 – 3pm

Cars to arrive from 8am – 9.45am

\$10 pre-registration

\$15 day of event

Trophies to be awarded... Live Music,

Rides, Markets stalls, BBQ & Pizza

Address:

Shane's Park Reserve
South Creek Rd, Shane's Park

Contact:

Phone: 0414 822 204

Email: xuerebdl@bigpond.net.au

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Von dem Herrn Präsident.

Well, we had great time at the VW Winter Break in Sawtell over the 1st weekend of August. The weather was fantastic for the whole weekend. Joe has written a fantastic report, with photos, for this issue. It's on again in two years time; I can't wait.

Unfortunately none of us were able to attend the Mercedes-Benz Club's German 10-pin bowling challenge on Friday 16 August to represent Volkswagen. Being a Friday night, everyone seemed to have work on, or family commitments. Phil almost went, but discovered Lily had her school art show on that evening! Hopefully the MB Club will organise it again when we can go along.

We did have a great turnout for the CMC Shannon's Classic at Eastern Creek, or Sydney Motorsport Park as it's known now. We had spaces for 20 Volkswagens on our usual skidpan area, and lots of other makes and models and automotive things to see and do. It was also the first time we got to parade around the new track extensions. They are very steep and tight!

Coming in September we have the Burwood Spring Festival Classic Car Show on the 22nd at Burwood Park. You'll need to ring Rhonda Sclanders at Burwood Council to book your place. Tell her you are with the Volkswagen Club. Also on the same weekend is the Canberra Autofest on the 21st & 22nd September. The weekend consists of a Saturday afternoon cruise and Sunday is the German Autofest car show, at Old Parliament House. \$10 entry for club members. See Bruce's column for more info.

The week after on 29th September, a few of our members are going to display their VWs at a new car show at Shanes Park. There is a flyer in the magazine this month, and Jeff will tell us more about it at the monthly meeting if you'd like to come along.

Again, several great events clash on the October long weekend. The German Oktoberfest 2013 is on Sunday 6th September at the Hubertus Country Club, and of course Drag Racing over the same weekend at VW Warwick in Queensland. And Wayne also tells us on the same day there is a Motoring Expo on at the Motorlife Museum at Albion Park. How to choose!

This spring it's a bit full on as the weather brightens up. In October you could venture down to Melbourne for their Day of the Volkswagen on 20th, and the following week there is a new event, the Central Coast Oktoberfest, more details on this event in the Calendar. It will be held on Saturday 26th, and then if you're up for it, it's back down the highway for the Southern Highlands Motorfest 2013 at Chevalier College on Sunday 27th.

Keep an eye on the Club Calendar and the flyers; mark the events down on your diary so you don't miss any of them!

It's now been a year we went to digital only PDF distribution of the magazine to members with email. The great majority of members seem to much prefer it that way, and it is great having to envelope and post only 60-odd magazines instead of the usual 350+. Only members without email will still get an old-fashioned printed issue. There are sometimes a few spares at the monthly meeting, but the full-colour PDF is much better.

Don't forget the monthly meeting on Thursday 19th September, at the Yagoona Greyhound Club.

See you soon,

Steve Carter



Kanberra Kapitel report.

Happy September to you all. I'm not sure if we have seen the end of the cold weather but Spring is certainly here. September means our annual car show – German Auto Display – and we hope to see as many of you there as possible. Here are some short details:

- * Sunday 22 September, lawns of Old Parliament House
- * \$5 entry per car on show, collected at entry
- * There will be a small form to fill in at the VW tent when you arrive
- * All cars to have a drip tray, can be cardboard or whatever
- * Food and drink on sale
- * Walking distance to Floriade

I have emailed out asking for volunteer marshals for the day and will be repeating this in coming days. We'd love your help in getting the cars sorted in the morning as they arrive.

We'd love a big turnout from our historic rego'd vehicles, as well as all VWs, new or old. We have some interest from other clubs and will have VWs attending from interstate. For 2013 we have reduced the award system so that the day can be more enjoyable for all as a simple car show. If you have a club shirt, wear it to show your support.

We do have a VW cruise on Saturday 21 Sep, starting at 2pm from the Russell carpark, BYO food and nibbles, if you are interested. It will be a short cruise to catch up with people and generally discuss the upcoming car show.

Questions to any of the committee, or myself. Looking forward to catching up with everyone on the day, and their Volkswagens!

Bruce



Klub Kalender.

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

September.

Thursday 19th:– CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right



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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 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. 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.

Sunday 29th:- Community Car Show at Shane's Park Reserve, South Creek Rd, Shane's Park (UBD 145 F5). \$10 pre-entry, \$15 on the day. Show cars should arrive 8am-9:30am. Rides, market stalls, BBQ and pizza, live music, classic car display. Trophies for winning cars. For more info phone 0414 822 204, or email xuerebdl@bigpond.net.au

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:- Motorlife Museum Motoring Expo, Darkes Rd Kembla Grange. 9:30am to 2:30pm. Pre-entry \$15. Auburn-Cord-Deussenberg Club special display. Trophy presentations at 1:45pm. Go to www.motorlifemuseum.com.au for more info and to make your place booking.

Sunday 6th:- VW Warwick 2013 Drag Racing at Warwick Dragway, Queensland. Street parade on Saturday, drags on Sunday. See 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

Saturday 26th:- Central Coast Oktoberfest 2013 at Mt Penang Parklands Kariong, 3min off the F3/M1 Pacific Highway turn off into Gosford. Entry via Kangaroo Rd Gate 2. A special area will be allocated for cars to be parked with barrier fencing enclosing the cars. The winner will be presented with a Trophy, plus a car care kit. All cars to be in grounds no later than 10.00am. Each driver will be given a complimentary Stein, plus two drink coupons. Presentation at 3:00pm. www.oktoberfestcentralcoast.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.

Sunday 10th:- Sutho Cops & Rodders Road Safety and Car Show, at Boys Town Playing Fields, Woronora Rd Engadine. 9am to 4pm. Lots of fun auto displays and activities all day. Channel Nine will attend broadcasting Live crosses on their 'Weekend Today' program. Fletch from 'Classic Restos' will be there, plus local press. Due to high demand, the number of car exhibitors is capped at 500 this year and MUST be pre-registered. The event is purely a first in, first served basis. For a small fee of \$20, all car entrants will receive a goody bag and a free raffle ticket toward our raffle, which includes a 9 night cruise for 2 people. Contact Sutherland Police (Dave Hayes) on (02) 9542 0702 or email hayel1dav@police.nsw.gov.au

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

Sunday 17th:- Newcastle All-German Show n Shine at the Newcastle Foreshore, organised by the Mercedes Class Car Club. All German vehicles welcome; lots of VWs (old and new) wanted. 9:00 am start, \$10 entry per car at the gate. All entries eligible for a prize or a trophy. Food available on site or a short walk into town. So come along and check it out. For more info visit www.mbccc.org.au or phone 0410 553 549.

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.

Sunday 24th:- Boris' Picnic Day 2013 at Cook Park, Dolls Point, right beside Botany Bay. VW display, VW swapmeet, club stand, BBQ sausage sizzle. Shine up your VW for the summer and enjoy a day by the bay. All VWs welcome, old and new. \$5 entry, \$10 swappers. Come rain or shine! Phone Boris on (02) 9789 1777 for more info.

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

December.

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

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

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **This meeting is also the Club Veedub XMAS PARTY!** Bring a wrapped present (~\$5 value) to receive free drink coupons. Nibbles and snacks provided. 8:00pm start.



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

January 2014.

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

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

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

Sunday 19th:- VW Summer Cruise 2014. Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 10:00am. Cruise departs at 10:30am and finishes at Stanwell Park at 12:30pm. Or just meet us at Stanwell Park if you prefer. Families and kids are all invited, with free BBQ sausage sizzle and drinks. Kids' playground nearby, large grassy park and the kiosk/beach nearby. Bring your own picnic if you wish. All donations to the Cancer Council. All VWs welcome - water and air cooled. Phone Aaron on 0413 003998.

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

Marktplatz.

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

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

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

New Ads.

Wanted:- Old issues of Zeitschrift, for donations to the State Library of NSW, as mentioned in last month's magazine. Thank you to Club members Frank and Simon, who have donated most of the issues we need. But I am still looking for the following issues:

1986 – November

1987 – May, July, September

1990 – May, October

1991 – April

If you have one or more of these issues tucked away in your garage, and can donate them, please contact me (Phil) on 0412 786 339, or email me at editor@clubvw.org.au

For Sale:- 1959/60 fully restored Karmann Ghia coupe.

Restored to original condition body and mech. Pale blue body with white top, black and navy blue velour upholstery. As seen on ABC TV programme 'The Collectors'. Goes superbly, nothing to spend, under Historic rego. \$22,000
Contact: Ray on 0419 200517.

Wanted:- VW Golf Mk1/Mk2 (pre1992 model). For full restoration any condition considered. Asking Price negotiable. If you can help, contact Kurt Staufenbiel on (02) 6299 6433 (BH) or 0403 301 098 (Mobile), or email kurtstaufen@hotmail.com

For Sale:- VW Beetle 1300, 1966. Club member car on historic plates (n/t). Car is in superb restored, and unmolested original, near concours condition. No rust. Underside with Por 15 protection. Multitude of misc. spares including original engine (nos match). This engine has been rebuilt and has 10,500 recorded miles. Also supplied are two service manuals, Robert Bentley's and Scientific Publications plus the car's logbooks showing history of service and other work done. Colour is Arctic white with brown interior. \$11,750.
Phone David 0412135880.

For Sale:- 1972 Beetle Parts, 1600 engine hear running 009, new carby \$600 Ono. Panels from \$30, front suspension assy. Phone John Cassidy 0477 334 159 (Quakers Hill)

For Sale:- 2007 Volkswagen Golf 5 Trendline MY08. 66,243 Kilometres, 5 doors, 5-seat hatchback, Steel Grey in colour with Black/Grey interior. 4 cylinder Petrol Aspirated 1.6 L (1595 cc) with 5-speed Manual. Front-wheel drive. BJI38X with 6 Months' rego, to March 2014. VIN WVWZZZ1KZ7U042202, with Road Worthy Certificate. Listed on Carsales Network ID 2277920. My son is moving overseas and MUST SELL. Please get in touch to view and test drive the car. A fantastic, safe and reliable car perfect whether you're single, couple or new family. FULLY serviced in January including new brake discs, pads and tyres. Majority inner city driving and always kept in underground apartment parking. Only selling due to moving overseas. Very well looked after and maintained. Perfect condition. \$14,450 Excluding on-road costs. Contact Tony at Lugarno 0418163313.

For Sale:- I have a 1970 V-Dub 1500 I don't exactly know what model it is. It has the side windows intact but has a soft top that fits onto it. I am looking to sell it as I did buy it for restoration but other commitments have taken a front seat to this project. I could send some photos of it, if you could put me in contact with someone who was interested. Windscreen is broken, and back window of soft top went brittle and cracked. Has new clutch and blinker system. Needs some tender loving care and time which I don't have at the moment. If you would like to take on this project, contact Jann on 0438 121 819 (BH) or (02) 6353 1764 (AH), or email jgards8@msn.com

2nd Month Ads.

For Sale:- a pair of VW Squarebacks - too many projects at the moment.

1972 Moss Green Squareback - currently registered for QLD. Car runs well and is used as a daily driver. Has been serviced by Vintage VW in Sydney who went over it from front to back and has list of minor tasks for future consideration.

Brakes and handbrakes just fully serviced and new master cylinder fitted, towbar - as is \$4000.00

1972 Squareback project - pan blasted and POR15'd, body on dolly for mobility and has been blasted and primed and car fully disassembled. All parts in boxes and tubs and believed to be there except for seats. \$1000.00

Go the pair and get a deal - \$4250.00

Contact Chris on (02) 6265 5538 (BH) or email

pozzi68@hotmail.com

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For Sale: 1965 Beetle good condition, spare engine. Unregistered but can be re-registered easily. Also heaps of Type 2 Kombi parts. Please contact Hans on 02 4625 6696. Campbelltown

For Sale:- I have to sell my **1994 VW Transporter**. If you look on the Trading Post or Gumtree, you will see what it looks like etc. If you know of anyone in the club looking for this sort of VW van, please phone me. Mr Rodney Higgins, phone 07 5483 4873 or email gra.con@bigpond.com

For Sale:- Hello! I have just sold my 1969 VW Beetle and have kept the **number plates**. They are heritage plates (VW-690) and I was thinking about selling them. Can you suggest any places to sell them? Contact Miss Brooke Evans on 042 260 1238 or email brookeevans1@hotmail.com

For Sale:- I have one of only two known T2 low-light container van, restored and for sale with QLD reg. She has compliance plate for 7, full leather seats insulated, ply lined British racing green. This is a real holy grail of Kombis, ex military mobile command unit, would like to post for sale, can you help, looking for good home, \$45k Name Mr Jeremy Franco, phone 0429383949 or email yachtchartergalway@gmail.com

For Sale:- I have a **1976 Beetle** complete but partially dismantled for restoration. I think it is a 1600cc. It needs to go to somebody that is interested. Anybody in your club want

it for \$500? Always been garaged but it has a little body rust. Can send pix if required. Contact Mr David Quick on (02) 4977 1608 or mobile 0423 828 747, or email norush@bigpond.com.au

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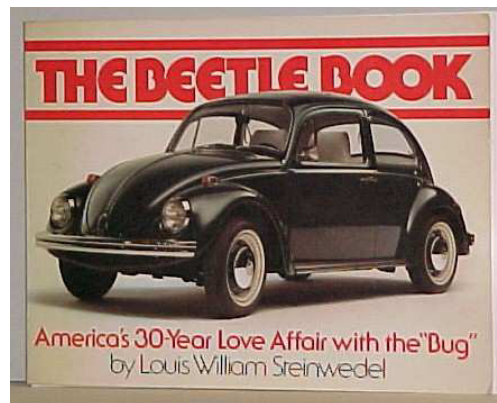
For Sale 1974 1600 Kombi, \$6000 ono, call Warren 0415467529. Located in Peakhurst.

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:

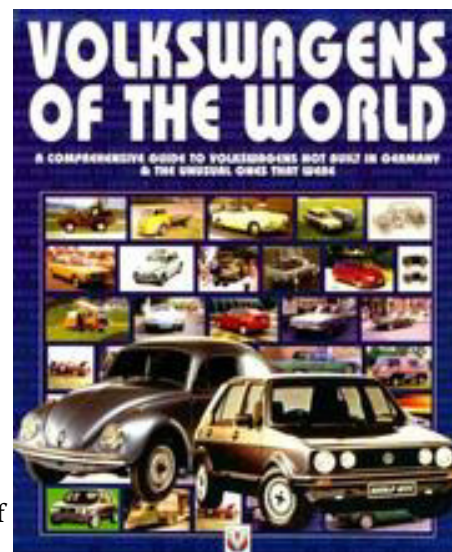
1. The Beetle Book – America's 30-year Love Affair with the Bug, by Louis William Steinwald
2. Volkswagens of the World, by Simon Glen



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



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NRMA lists Safe Picks.

The NRMA has revealed its annual used cars safety ratings list, illustrating vehicles that achieved the maximum five-star score for driver protection. Three Volkswagen models are included in the list.

The data was compiled from an analysis of over six million vehicles involved in police reported road crashes in Australia and New Zealand between 1987 and 2011, and covers 216 different models.

For a car to be a 'safe pick', it needs to minimise harm to other road users including pedestrians and cyclists in the event of a collision.

"To be classified as a safe pick, the vehicle must [also] be available with electronic stability control - a proven crash avoidance technology," NRMA vehicle safety expert Jack Haley said.

In the Small Car category, the 1999-04 Golf/Bora, and 2004-11 Golf/Jetta, were the Volkswagen model listed as five-star 'safe picks'. In the Medium Car category, the 1998-06 Passat was a five-star 'Safe Pick.'



Overall, 109 vehicles rated in the 'good' and 'excellent' categories, and 54 vehicles were found to be 'poor' or 'very poor'.

The data showed that cars produced from 2001 onwards were significantly more likely to be classified as a safe pick, highlighting the effectiveness of new safety technologies for drivers and other road users.

The results reveal important information for consumers. Drivers in poor-performing cars were nine times more likely to suffer death or serious injury in the event of a crash compared with the test's top rating vehicles.

Aussie VW dealers do well.

Four Australian Volkswagen dealership staff have received top rankings at Volkswagen AG's 2012-13 Retail Qualification World Championships.

All four representatives achieved either first or second place for the Asia-Pacific region in their respective category, while three finished in the top-10 world rankings at the championships held recently at Volkswagen headquarters in Wolfsburg, Germany.

Cameron Morgan from Barloworld Mascot in Sydney

achieved a world ranking of fourth in the technician category after placing second in the Asia-Pacific region, while Tony Court from Bayford Volkswagen in the inner-Melbourne suburb of Camberwell was ranked seventh in the world for parts advisors and first throughout Asia-Pacific.

Lawrence Kertesz from the Jackson Motor Company in Tasmania took out eighth in the world and first in the Asia-Pacific region in the sales consultant category, and Andrew Barstow from Burwin Volkswagen in Ferntree Gully, south-east of Melbourne, finished second in the region for service advisors and 16th overall.



The team competed against about 300 other participants from 80 countries over the two-day event, during which they demonstrated skills in a variety of practical and theory-based assessment categories.

A teamwork-based group task was also part of the program, and in this event the Australian team placed seventh in the world.

Volkswagen says that an important aspect of the world championships is determining "the current state of knowledge in the Volkswagen dealership and service organisations in the participating countries".

"With the aid of this information, country-specific training programs can then be devised and implemented," the company says.

"The world championship therefore has a key role to play in a targeted improvement in the level of training among Volkswagen sales and service employees around the world."

The dealers represented at the championships have all previously featured in Volkswagen's Dealer of the Year awards program in Australia.

Recall fallout.

Volkswagen Group Australia says it is still unsure what effect an owner-led revolt is having on the brand, after concerns were aired questioning the safety of its cars and the recall of some cars with DSG gearboxes.

"To be honest, it's not something we have analysed," Volkswagen Group Australia (VGA) public relations manager Kurt McGuinness said.

"Our main priority - and it's our main priority every day - is obviously dealing with customers and making sure they are still happy with their Volkswagen vehicles.

"We are really committed to reinstating any lost confidence in our product. We are standing behind our product; our new vehicles are not affected by the recall or this action.

"So that is first and foremost, in terms of assessing the brand, customers first."

In June Volkswagen Group Australia issued a recall of 25,928 VW-badged vehicles in Australia after backing down over claims it had not addressed issues relating to dual-clutch transmissions, despite issuing a number of recalls overseas to fix the problems.

Owner outrage was sparked after a Melbourne coroner's court earlier heard a Volkswagen Golf had unexpectedly slowed on a freeway in 2011 before a truck slammed into the back of it.

Media reports have subsequently aired problems encountered by several other Volkswagen owners, including instances where their cars had unexpectedly shut down while driving.

However, while many owners have complained about automatic gearboxes, the Volkswagen Golf at the centre of the coronial inquest was in fact fitted with a manual gearbox.

Mr McGuinness declined to say if buyers were avoiding Volkswagen showrooms in the wake of the recall, although he said advertising and promotion for recently released vehicles, including the new Golf, would continue unaffected.



Asked why VGA took so long to initiate the local recall, given that there had already been recalls for similar issues in China, Japan and Singapore last year, Mr McGuinness said issuing a recall was a lengthy process, adding that the company worked closely with the federal department of infrastructure and transport, and the consumer watchdog the Australian Competition and Consumer Commission.

"Our processes are exactly the same as any other manufacturer and we have been continuing discussions on a day-to-day basis on any number of things," he said.

He also would not be drawn on whether Volkswagen's local arm could have managed the recall more effectively, and instead highlighted the actions the brand had already taken.

"I think the important thing to remember is that this recall that we have initiated is a voluntary recall," he said.

"That is something we have taken on with the (federal) department of transport and once again the appropriate reaction for us is making sure the customer is happy with their vehicles, which is why we have got a complimentary peace-of-mind check."

The peace-of-mind check offers any Volkswagen customer with concerns about their vehicle a free safety check at a local dealer, even if the customer believes the vehicle is not affected by the recall.

Customers with affected vehicles that are out of warranty are covered under the recall, with Mr McGuinness confirming that any repair or replacement to the gearbox's "mechatronic" unit would be free. Any customer that has

previously paid for the repair would be reimbursed, he said.

Following the massive recall of 384,181 vehicles in China for defective gearboxes, managing director of Volkswagen China Jochem Heizmann made a public apology to affected customers at an event at the Shanghai motor show in April this year.

Mr McGuinness was unable to confirm whether Australian Volkswagen customers would receive a similar apology, but said that the company is doing all it can to address any concerns.

"We are prepared to address any customers one-on-one on a case-by-case basis. Our dealers are ready to take vehicles in and check them over. Our response to our customers is, we are here to help," he said.

The recall affects vehicles including the Polo, Golf, Jetta and Passat passenger cars, and Caddy light-commercial vans, built between June 2008 and September 2012 and fitted with the company's seven-speed dual-clutch transmission (DSG).

Two other Volkswagen Group companies that use the gearbox, Audi and Skoda, have issued separate recalls.

Volkswagen sold 3,705 vehicles in Australia in July, a 6.5% drop on the 3,962 sold in July 2012. However year to date VW has sold 31,359 vehicles so far in 2013, a 1.4% increase on the same seven months last year.

Tiguan 118TSI DSG.

The front-drive Volkswagen Tiguan 118TSI is now available with the option of an automatic transmission.

Previously offered exclusively as a six-speed manual for \$28,490, Volkswagen Australia has introduced a six-speed dual-clutch DSG automatic option for the entry-level front-wheel-drive Tiguan 118TSI, which is priced from \$30,990.

The addition of the 118TSI DSG means Volkswagen's most affordable self-shifting Tiguan is now \$5000 cheaper than before, with that role previously filled by the \$35,990 Tiguan 132TSI Pacific.



The Volkswagen Tiguan 118TSI features a turbocharged and supercharged 1.4-litre petrol engine with 118 kW of power and 240 Nm of torque.

The six-speed DSG variant uses a claimed 7.3 litres per 100 km on the combined cycle, making it slightly less efficient than the six-speed manual at 6.9 L/100km.

Standard Tiguan 118TSI equipment includes daytime driving lights, cruise control, leather-wrapped steering wheel and Bluetooth phone connectivity with audio streaming.

Volkswagen has sold 3,822 Tiguan across Australia to the end of July, down 18 per cent compared with the same period in 2012. The Tiguan accounts for 10 per cent of the small SUV segment, trailing the Hyundai ix35, Nissan Dualis and the Subaru XV.

Caddy BlueMotion.

A revised Volkswagen Caddy BlueMotion has been revealed ahead of its debut at next month's Frankfurt motor show.

Claimed as the 'most fuel-efficient Caddy ever', the updated van is powered by a tweaked version of the 1.6-litre four-cylinder turbo-diesel engine found in the current Caddy Maxi Van 250TDI.



Developing an identical 75kW and 250Nm, the unit claims an average fuel consumption figure of just 4.5 litres per 100km and CO2 emissions of 117 grams per kilometre – down from its previous bests of 5.2L/100km and 136g/km.

Aided by a retuned engine control unit (ECU), engine stop-start technology, regenerative braking, and low rolling resistance tyres, the efficiency-focused Caddy is also helped by a 27mm reduction in ride height.

New wheel covers and 'BlueMotion' badging feature on the exterior, while the interior of passenger-based versions gain new seat upholstery and gloss black-accented air vents. Cruise control and hill hold assist are again standard.

Due to go on sale in Europe in the coming months, the Volkswagen Caddy BlueMotion is to be available exclusively as a short wheelbase model in panel van, kombi van and passenger van configurations priced from 17,720 euros (\$26,200).

Volkswagen Australia public relations manager Kurt McGuinness said the model is under consideration for our market. The VW Caddy dominates the small van market segment in Australia. By comparison, the low-selling Holden Combo was discontinued last month.

New Golf Plus spotted.

The new-generation Volkswagen Golf Plus has been spotted for the first time, testing on public roads.

The revealing shots taken by a spy photographer in Germany confirm Volkswagen is working on a new version of the high-roofed compact MPV that will be based on the recently released Golf 7.

The original Golf 5-based Golf Plus joined



Volkswagen's line-up at the end of 2004, offering a more spacious and versatile alternative to the standard Golf hatch, yet packaged in a shorter body than the Golf wagon or Touran seven-seater. It used the normal Golf platform, but with a different body shell that was slightly wider and considerably taller.

The Golf Plus received a facelift in 2009, bringing it in line with the Golf 6, and continues to be sold alongside the new-generation hatchback across Europe and other international markets.

The new Golf Plus is about 150mm taller than the standard hatch and is expected to feature a versatile, adjustable rear seating system. It is also believed to be approximately 50mm longer than hatch and will reportedly ride on a wheelbase stretched by roughly 60mm.

While taking inspiration from the hatch, the Golf Plus gets its own body panels and distinctive styling, including a broader front grille, higher sill line and taller greenhouse, and a unique tailgate.

As with previous iterations, the new Golf Plus will inherit its turbocharged petrol and diesel engines and manual and dual-clutch automatic transmissions from the hatch range.

Reports suggest the Volkswagen Golf Plus will go on sale in Europe in the second half of 2014. However the Golf Plus has never been sold in Australia, so it is unlikely that the new model will come here either.

New Golf R revealed.

The first details of the new Volkswagen Golf R have been released, revealing the turbocharged four-wheel drive flagship will become the fastest-accelerating production Golf to date.

The all-new Volkswagen Golf 7 R promises 0-100 km/h in 4.9 seconds from its new 221 kW/380 Nm turbocharged 2.0-litre four-cylinder petrol engine (shared with the Audi



S3), when teamed with the optional six-speed dual-clutch transmission. That's 0.6 seconds quicker than the current 188 kW/330 Nm model when matched to the same gearbox.

The trend is replicated by the standard manual transmission, with triple figures coming up in 5.1 seconds - 0.6 seconds ahead of the model it replaces.

Apart from performance benefits, the engine - shared by the new Audi S3 - helps see reductions in the car's combined cycle fuel consumption and emissions.

The new range-topping Golf claims 7.1 litres per 100km for the manual and 6.9 L/100 km for the automatic, with CO2 rated at 165 g/km (man) and 159 g/km (auto) - up to 18 per cent more efficient than its predecessor'.

Again incorporating Volkswagen's 4Motion four-wheel-drive system, now in its fifth generation, the Golf R sits 20 mm lower than a standard Golf and 5 mm lower than a GTI on specially tuned springs and dampers.

Volkswagen says its dynamic chassis control (DCC) system will be available as an option and includes a new 'Race' mode for the driving profile selector. Electronic stability control (ESC) can now also be fully deactivated for 'driving on a race track.'

Helping the new Golf R look the part are a new front bumper with large air intakes, modified radiator grille with the obligatory 'R' logo, and newly developed daytime running lights integrated into the standard bi-xenon headlights.

Out back, smoked LED tail-lights join a rear diffuser flanked by dual chrome-tipped exhaust pipes - gone is the centrally located twin system of the previous generation.



Topping off the exterior are body-coloured sills, 18-inch alloy wheels and black 'R'-branded brake callipers sitting on 340mm ventilated front discs and 310mm rears.

Not yet shown, the interior is set to feature cloth-centred sports seats with Alcantara bolsters and unique Golf R instrument dials with blue needles.

The seventh-generation Volkswagen Golf R is expected to make its official debut at next month's Frankfurt motor show, beginning on September 10, before launching in Europe shortly afterwards.

The performance model should arrive in Australian VW showrooms in the first half of 2014.

7-seat SUV for USA.

Volkswagen is reportedly close to confirming the production location of its first seven-seat SUV, to be built at one of two plants in North America.



Once officially confirmed for production, the SUV will be built at either the car maker's new Chattanooga, Tennessee plant - where Volkswagen also makes the US-spec Passat - or at the much larger long-time VW plant in Puebla, Mexico. It's unclear at this stage if the new model will be produced exclusively in left-hand drive, with the US and China its primary markets, or also be built in right-hand drive for regions like Australia and the UK.

Chattanooga Operations CEO Frank Fischer revealed that no matter where the SUV was built, it would make use of the firm's MQB platform. The highly flexible platform currently underpins the Golf and Audi A3 small cars, among others.

The model was previewed by the CrossBlue concept at Detroit last January. That concept, a five-metre-long, two-metre-wide seven-seater was only slightly larger than the existing Touareg SUV, but owing to its different design and architecture was able to fit an extra row of seats. Despite its larger size, the CrossBlue is expected to be pitched beneath the Touareg in Volkswagen's range but above the smaller Tiguan.

No indications have been made of when the SUV will be launched, however previous reports indicated a mid-decade release is likely.

VW Brazil confirms last Kombi model.

As previously reported, production of the T2 Volkswagen Kombi will come to an end later this year after more than four decades, with a special edition of the iconic van produced in Brazil.

Volkswagen has announced plans for a 600-unit run of the 'Last Edition Kombi' in December 2013, that will officially conclude production of the distinctive panoramic windscreen Type 2 that first launched in Germany in August 1967, was locally assembled in Australia from mid-1968, and in Mexico from 1970. However Brazil did not produce the T2 until 1991 (!)

The Brazilian plant had been building the original T1 'split window' Kombi continuously since 1957, and exporting to countries like Argentina, Chile, Uruguay and Venezuela. However, they did not change to the T2 when the rest of the world's VW plants did; the old split window continued on. In 1975 they updated to a unique 'T1½', using a T2 nose on the old T1 body shell.

Meanwhile Germany ceased manufacture of the T2 Kombi in 1979, when it was replaced by the redesigned T3.

Australia had ceased local assembly a couple of years earlier, in 1977. Mexican T2s continued and were updated to rear-mounted Golf 1.8-litre watercooled engines and front radiator in 1987, and in 1991 with new taller roof panels - the model was now the so-called T2c. Mexico ended production in 1994, and instead began importing modern T4s from Germany.

In 1995 Brazil finally ended production of the ancient T1½, and instead began locally producing the former Mexican T2c body shell with the original 1600 air-cooled engine. When Beetle production ended in Mexico in 2003, the Brazilian T2c became the last air-cooled Volkswagen model anywhere in the world. But in late 2005 emissions laws finally caught up and the air-cooled engine was replaced by a watercooled 1.4-litre Polo engine and Mexican-style front radiator. The new engine made 60 kW on 100% ethanol, or 58 kW on petrol/ethanol, thanks to its 'FlexFuel' engine management system - much more powerful than the old air cooled engine.

In recent years the Brazilian factory has continued to export the 1.4 Kombi to local markets in South and Central America. They have also been privately imported to the UK, converted to RHD and built as campers by the Danbury company. However they still have the sliding door on the right. They are not able to be imported or sold in Australia as they do not meet our current Design Rules.



The end of production in December has been brought about by new safety regulations that come into effect in Brazil on January 1, 2014, which require all new vehicles to feature anti-lock brakes and at least two airbags. It was not feasible to engineer the old Kombi to meet these new laws. Instead, Brazil will join the rest of the world in selling the modern T5 Transporter, which includes van, pickup, cab-chassis, Microbus, California, Caravelle, Multivan - and Kombi - versions.

In a statement, Volkswagen Brazil claims the Kombi boasts the "longest longevity in the car industry", with the van now in its 64th year of production. However this is not correct, as the current T2 model debuted not in 1950, but in 1967 in Germany and only in 1995 in Brazil. The earlier T1 is not the same vehicle. The 'Kombi' name also originally referred to just one model in the VW Commercial range - the 'Kombination' window van with removable seats - not the entire range. And while Beetle production did continue for 58 uninterrupted years, 1945-2003, the Morgan 4/4 has been in continuous production since 1936, except for 1940-45, and 1950-54 (temporarily replaced by the Plus 4).

The special final edition Kombi will roll off the

assembly line at Volkswagen's plant in Sao Bernardo do Campo, Brazil, with pricing for the collector's item to start from US\$38,000 (\$41,600).

Big bucks for Kombis.

Recent auction results have demonstrated that classic Volkswagen Type 2 'Kombis' are a growing favourite among collectors.

On February 23, Mecum Auctions held a special auction of lots from the former Verde Classics Museum in Florida. The auction consisted of 75 cars and almost 500 lots of related road art and automobilia, with everything offered at No Reserve.

Restored American cars from the 1950s and 60s dominated the lots on offer, but an immaculately restored 1967 Volkswagen 13-window microbus, almost stole the show when it sold for \$US100,000 (A\$102,000 approx), the second-best seller across the auction.



Being a '67 model, this particular Type 2 was also notable in that it represented the last of the split window style before the switch to the panoramic single window look later that year.

On March 8th, at Gooding & Company's Amelia Island auction, a 1965 Type 2 also achieved a big dollar result. A rarer, and more desirable, 21 window-equipped model, the Gooding & Co. Type 2 had been restored in 2012, and finished in what was claimed to be an original colour combination of cream over terracotta.

Against a pre-auction estimate of US\$60,000 - \$80,000, the '65 Type 2 soon sailed past that estimate to hammer for US\$99,000 (A\$101,000 approx).

Topping both these was the US\$110,000 (AU\$112,200 approx.) paid for a 1967 21-window Type 2 at Barrett-Jackson's Scottsdale auction in January. Fitted with a desirable twin-carb Gene Berg 2.0-litre engine, Freeway Flyer transmission, disc brakes and Porsche-style wheels, what made this particular Type 2 really stand out was its custom paint job inspired by 'The Mystery Machine' from the Scooby Doo cartoon show.

The 'Scooby' VW also had a custom interior fit-out that included Xbox console, 1,000W JVC sound system (with dual amps), GPS, icebox and full instrumentation.

With interest in good quality, restored VW Type 2s continuing to rise, prices like those realised at these recent auctions are expected to become the norm in the future.

Tony's trip to the UK Europe and Malta.

Looks like there's been more than one club member that's been overseas in recent weeks.

We left on the 29 June for our European holiday and a holiday that was going to be a Kombi spotting venture and a personal challenge to spot one Kombi at least every day.

At this point I am going to thank my wife for her patience and for being the best co-driver and better than any GPS device available.....now back to the story.

It all started with a trip to Kingsford Smith airport and we spotted a nice T2 camper on the approach to the Harbour Bridge.

From here we went to London, Gloucestershire, Wales, Scotland, and back down to the lakes district on the west coast and over to Devon country.

Moving on to Paris and week in Rome and a Kombi spotted every day of the week so far and a total of 50 VWs ranging from T2 T3 T4 & T5s.

But the Jewel in the crown awaited me in Malta. It was 2 months prior that I contacted Tony Xuereb having read his write up on his 1969 Microbus in an old VW Camper Magazine from the UK.



I rang his number and he said he would be delighted to pick me up from the airport on my arrival so I passed on my flight details.



So from Rome I left for Malta and hoping very much that Tony would remember the arrangements we made two months earlier.

As I was I was coming through customs there where drivers holding up signs for people under names Smith or Jones etc, except for one that was holding up a VW sign and knew that one was for me.

I was glad that Tony remembered to pick me up as I had been travelling around Europe and was not able to contact him. Tony's greeting words were welcome to Malta the VW is waiting for you in the Car park.

Tony's VW Microbus is no doubt his pride and joy and he told me how it was originally his father's from new who handed in down to him.





He set about restoring it in his own garage and striping it back to bare metal and respraying it himself to its former glory - As you can see it is one exceptional VW Microbus. His sound system was an original cartridge player and I on the way to the my hotel I asked him if it still worked – sure does he said as he pushed the cartridge in and out came “*David Souls a million miles from home*”

I presented Tony with a small replica of his VW on behalf of all the VW fans in Australia and he was delighted and he said it would sit with pride on his dashboard.

So if anyone is heading to Malta and you want a reliable Taxi driver you can call or text Tony on 0035 699424485 and I'm sure he would be glad to meet you at Malta airport.

Tony Bezzina
kbezzina@bigpond.com

Norm Speaks To The AHMF.

The Australian Historic Motoring Federation (AHMF) is the national body for all historic motoring in Australia. The Federation is made of councils from each state & territory, and represent close to 100,000 motoring enthusiasts from across the country. Each year, the AHMF conducts their



AGM and rotates this through each state. In August 2013, it was the ACT's turn to hold the 3 day conference.

Sue Walker is the President of the Council of ACT Motor Clubs, and also a member of the Canberra Chapter committee. Sue arranged the conference in the ACT, and during the organising found herself needing a replacement guest speaker for the Saturday night dinner. As we had recently met Norm Elias (from the BugOff Cancer Cruise fame), a deal was struck, and Norm found himself Beetle-ing off to Canberra for the function.



Norm gave a great speech on his cause and travels, including showing a multimedia movie, and was able to answer all questions from the gathering. Norm also was introduced to the representatives from the Council Of Motor Clubs (NSW), who are the governing body for the city areas of NSW. It is the CMC NSW who Club VeeDub are affiliated with in Sydney.

Many thanks to Norm for trekking down at short notice, and giving a great presentation on your charity exploits over the last few years.

Bruce

Wedded Bliss.

Congratulations to Kristy and Simon, from Canberra, who were married in August. Simon is on the Canberra committee, best wishes to the happy couple from everyone in the club.



Sawtell 2013.

I'll start with a bit of useless information. From my home to Sawtell, I stopped at Raymond Terrace, Bulahdelah and Kempsey - Total: 536km. On the way back, I bypassed all the towns and stuck to the freeway - Total: 520km. I left on Thursday 12.30pm and arrived at Bulahdelah at 4.00pm sleeping in the van overnight under the stars along with the ducks by the river.



When I got up the next morning, cooked myself a hearty bowl of Quaker Oats and then drove to the other side of the river to fill up with petrol and that's where I ran into Steve, Leigh and company enjoying a continental breakfast at the Roadhouse. After saying hello and goodbye I was on my way to Sawtell, stopped at Macksville to visit some friends for a chat and a cup of coffee and finally arrived at the Caravan Park at 2.00pm in the afternoon.



On Friday night we all gathered around the kitchen area for prawns and pizza night. It was well attended with about 15 to 20 people.



On Saturday morning, perfect weather for driving in the country. We headed to Bruxner Park Lookout in a convoy of more than 20 vehicles; Beetles and Kombis and stayed there for about half an hour admiring the clear view from the top and talk about our VWs. We then left at 10.15am to Stan Pobjoy's for morning tea prepared for us by the local church ladies.

Six of us who were leading the convoy suddenly realised that the rest were lagging behind, so we waited and waited and waited until finally we got a call that they were already there enjoying morning tea!

Let me tell you, the drive was well worth it because those fresh scones with jam and cream were absolutely delicious and that goes for all those home made little square





no doubt. That night it was prawns and pizza again, I opted out and went to hear Mass instead, said a quiet prayer for Ray, we all miss his company very much and afterwards cooked myself a healthy meal of risotto rice.

Sunday morning it was Show and Shine time in the village green at the Park, however I left at 9.00am and arrived home at 5.00pm doing Kombi speed.

In conclusion, it was a great weekend, perfect weather, maybe it was Ray from above now who arranged it for us. I felt a little sad that him and Shirley were not with us this year, but that's life.

Joe Buttigieg

cakes (you the reader, are you getting hungry ?) I have to plead guilty because I took more than my share of the scones and cakes, stuffed myself real good, but what the heck, I burned it off later when I went for a 10km run.

Afterwards some of us gathered around Stan who answered all the technical questions we threw at him re engines etc etc. He's very knowledgeable indeed, very impressed with his simple explanations.

We stayed there till about lunch time and some headed to Coffs Harbour for lunch at the Fishing Club while me and a few others went back to the Caravan Park. About 2.15pm I saw Steve and the Murrays leaving the Caravan Park, going to Raleigh Raceway





RattlenHum Car Show. Sunday 11 August.

The Rattle n Hum car show, held in the grounds of Castle Hill RSL Club, was originally scheduled for Sunday 30 June. Jeff and I attended that day, which was grey and wet with continuous drizzle. On arrival we discovered that the organisers had decided to cancel, and postpone to another day. See the July 2013 issue of Zeitschrift for the short report and photos of that day.

Anyway, sure enough we soon learned that Castle Hill RSL had announced that the new day would be Sunday 11 August. However we learned too late for it to be included in the August issue. But it was listed on on Pinky's famous website of upcoming car shows, www.pinky.com.au

As before, we agreed to meet at the North Parramatta Hungry Jacks, at 7:30am. This time it was a clear sunny morning. When I arrived, Wayne and Laurie were already there in their blue and white Kombis, plus Jeff in his orange Superbug, and Tony in his beautiful green Beetle. We enjoyed a quick Hungry Jacks coffee and brekkie, then got ready to depart around 8am. Peter arrived in his blue oval Beetle just as we were ready to pull out, so it was quite a good turnout for



an early convoy.

It was an uneventful and pleasant drive together up Windsor Rd, then right at Old Northern Road. A couple of times we didn't all get through sets of lights at once. However Jeff did a great job as convoy leader and pulled over until the stragglers caught up.

Just before Castle Hill shopping centre we turned left at Showground Rd, then immediately right at the lights at Pennant St, then left at Castle St. This is a bit of a roller coaster and dips down and up again. The Castle Hill RSL is at the far end, and needed a right turn at the roundabout, then left into the upper car park

entrance. All the VWs were able to go in and park together.

It was \$10 to enter, which covered costs and a neat little souvenir showbag, and all other proceeds would go to support the Tallowood Special Needs School.

We were directed to park together on the right side, in the upper of two tarmac parking areas assigned to the show. One by one we backed in, opposite a similar line of Toranas, and Sandman panel vans. Just to one side was a solitary BMW, the only other 'European' make present, the owner being a mate of Jeff's.



Having lined up neatly, we set up our displays. Tony's '67 Beetle had a neat display set up in the front boot, with picnic set and blanket, just as it was at the VW Nationals. Some of the VWs opened their engine lids; I put up my Kombi's pop roof, raised the table and set up the info board and Club VW brochures for passers-by to take. Then it was time for a good look around at the show.

The show was made up of mostly classic big US cars of the '60s and '70s – Fords, Chevys, Pontiacs, Chryslers, and Plymouths, together with similar Aussie Holdens, GT Falcons and Valiant Chargers of the same era. The stage area was in the lower parking area, just a minute's walk from where we were, and that featured larger 'single type' displays of Chevy Camaros and Corvettes, Ford Mustangs and Thunderbirds, and FJ Holdens. There were also some trader



stands around the edges, selling T-shirts and miniature metal models.

There were long shaded tables with rows of interesting looking trophies, with several food and drink stands (including a Rotary Club sausage sizzle) next to those. At the other end was Pinky's interesting show van, from he he played a series of '50s and '60s rock n roll songs broadcast over the PA system.

The Wild Ride Australia company had a tent stand near the entrance, and offered rides on a metalflake purple VW trike. \$10 per person, or \$20 for three. I think they have been at the VW Nationals before; if not them, then another very similar trike ride group.



It was a pleasant day to wander about and look at all the classic US and Aussie cars. And being uniquely German/Australian, our lineup of Volkswagens proved very popular with the crowds. There was a continual string of people coming past to admire them and ask questions. I lost count of the number of people who told us they "used to own one."



At one point a chap came past, accompanied by three younger ladies, promoting the 'Motorists Party' for the senate in the forthcoming federal election. I chatted to them for a short while. I sympathise with many of their ideals, except for their objection to corporate construction and control of motorways. In our less than perfect world, motorways such as the Westlink, M2/F3 link and the new City motorway would never be built by deficit-laden Governments. Private construction companies, and their tolls, are a fact of life. In any case, I don't think we want 'one issue' parties in the senate. Apart from their one interest, they are otherwise a hindrance to good, efficient government. Heaven knows the last six years, and especially the last three, have been bad enough.



It was a hot, sunny day, and by around 12:30pm I had wandered around the show several times. As I grabbed some lunch I noticed a nice custom split-window Kombi parked in the lower show area, beside the BBQs. I didn't know who owned it; I didn't remember seeing before at the VW Nationals. I left a Club VW brochure on the passenger seat.

By 1pm many of the US cars were starting to leave. I was also ready to go, as I had work waiting for me at home; Lily needed my help with her school science assignment, and I needed to vacuum and wash the Bora. I packed up the Kombi, said goodbye to the other Club VW guys and girls, and headed home. I missed the trophy presentation, but I believe Wayne won one for his beautiful blue Kombi – well done Wayne!



A nice day out for the car enthusiast, and a show well worth attending again next year.

Phil Matthews



the Superbug L's introduction in 1973 was covered by the Superbug S's first appearance in 1971 (and we celebrated that in 2011 too). Otherwise – 1983 marked the German appearance of the Golf 2, but it didn't appear here until 1990. 1993 was the debut of the Golf 3 Wagon and Cabriolet, but the Wagon was not sold here and the Cabrio wasn't seen here until the 1994 Sydney Motor Show. However we did see the Golf 3 VR6 here in 1993; maybe we should have shown a few of them this time.

Next year, when we actually celebrate the 60 years since the first VWs were officially sold in Australia in March 1954, is a proper celebration. Next year will also be the anniversary of Australia's biggest VW production year (1964), the local debut of the Passat (1974), water-cooled T3 Transporter (1984) and Golf 3 / Vento (1994), so it

Shannons Classic at Eastern Creek. Sunday 18 August.

The last few weeks of winter means it's time again for the CMC's Shannons Classic car show at Eastern Creek, the largest classic car show in NSW. Once again our club was there, flying the flag for Volkswagen with 20 allocated spaces for showing off our vehicles.

Again this year the CMC celebrated numerous milestones for vehicles and makes. It was the 100th anniversary of Aston Martin, and they had the new small-track pit area all to themselves. Also celebrated were 90 years for Jowett; 60 years of the Corvette and FJ Holden; 50 years of the Porsche 911, EH Holden and Nissan Bluebird (!); 40 years of the Leyland P76, and 20 years of the Datsun Club, among many others.

Unfortunately there were no obvious local Volkswagen milestones this year. Sure, it's 60 years since first year of the oval window Beetle (1953), but these were not sold here until 1954, so next year is more appropriate to celebrate. It's 50 years since the Type 3 was introduced to Australia (1963), but we celebrated the Type 3's debut in 1961 in 2011. Likewise

will be a big year for us. I will be writing to the CMC about that early next year.

Anyway, this year was still looking bright and sunny and promised to be a good show at the redeveloped 'Sydney Motorsport Park', as it now known. Lily and I arrived just after 7:30am, pulling into our usual show area on the grassy skidpan area. Wayne and Laurie were already there in the blue Kombi and grey Beetle, and Jeff and his Dad arrived in the orange Superbug shortly after. Then it was great to see Steve and Meredith arrive with Shirley in Daisy the Type 3, her first Club run since Ray's passing. Lily gave her a huge hug!



The VWs kept arriving over the next hour or two, and by 9am our area was pretty much full. There were heaps of fantastic classic cars to look at, so Lily and I went for a walk. Most makes were in their usual spots; Porsche, Torana and Peugeot nearby to us; most of the American cars up on the concrete area, and the British makes on the tarmac behind the pit garages. The Minis always get that spot. Lily enjoyed a bacon and egg roll, and we wandered down the tunnel under the track and over to the other side under the grandstand.

The Japanese makes were not that interesting for us, so after a play on the swings (without Kira, Lily was sad), and a



Mr Whippy ice cream, we walked back to go for a ride around the track on a double-decker bus. Just beside them near the pit tower was a yellow VW Beetle with a Vintage Veedub Supplies sticker and NSW number plates OFP-857 – do you recognise them? Yes, they were Herbie's California plates in the Disney Love Bug movies. Someone is an enthusiast, but I didn't know who owned it. Pity it wasn't parked up with the rest of the VWs.



The Sydney Bus Museum (now located at Leichhardt) organised the bus rides, with around eight classic buses doing lap duty. A gold coin donation secured a ride and an original torn-off paper ticket from the Public Transport Commission days. There were several old green and cream AEC double-deckers, and two red London buses, but Lily chose to go for a ride on the blue Leyland Atlantean, the 1970s Sydney double-decker with the centre stairway. It also has the driver's periscope at the front right of the top deck. It lets him see upstairs, but if you look down you can see the top of his head.

We only had a quick look through the model car, book and magazine stalls, before getting a snack and returning back to the VWs to relax. As usual there were lots of people coming by to look at our VWs.

This year our parade lap was at 1:30pm, a bit earlier than last year, so at 1:15 we packed and started up and moved slowly to the marshalling area, and after a few moments, out onto the track behind a pace car. Alex in Herbie led the way, followed by Jeff in his Superbug, Norm in his marathon Standard, Wayne in his blue Kombi, Lily and me in our Campmobile and Laurie behind us in his Beetle.

The track is basically the same until you reach turn 4, after the overbridge, when there is a new pit lane, amenities and pit building with control tower for the 'south circuit'.



You follow the original track around Turns 5 and 6 past the lake, and would normally then climb the hill towards the bridge. But now the new section swings right into new land, for a series of quick right-lefts then down a steep dip into a very tight left-hand hairpin. Then a very sharp right uphill, which must be a lot of fun at speed in a car with a solid axle and no limited-slip diff, and a curve back onto the old track just past the bridge. Then you are back on the old Turn 14, and Turn 15 the right-hand hairpin where a new access road from Turn 4 joins (which is how they can now have two small independent circuits, north and south (Druitt and Amaroo), or a choice of two longer full circuits that join them together, Gardner (the old full layout) or Brabham (including the new section).



We followed the pace car around Turns 17 and 18, and to the top of the straight and I readied myself to floor the Kombi for the high-speed zoom down the straight, as all the other cars had been doing all day. But our pace car actually slowed, and we had to dribble down the straight in single file at less than 50 km/h. Not much fun. And after renegotiating the long Turn 1 at slow speed, and Turns 2 and 3, we slowed to be directed off the track and back into the show.

Lily and I had decided to depart for home at this point, so we tooted the other VWs and turned left under the overbridge and out to the exit and the main road. Lily wanted a late lunch at Maccas, which we did on the way home.

An enjoyable day, and one that should have a lot more Volkswagen milestone involvement next year – stay tuned.

Phil Matthews





New VW 1500.

Modern Motor, March 1963

Australian Volkswagen fans have been itching to see the new VW1500 ever since it was announced in Europe, almost two years ago.

They got their wish on February 1, when the first locally assembled 1500s appeared in the showrooms.

By prearrangement with the N.S.W. distributors, Lanock Motors, we tested the 'Beetle's' bigger brother well before its official release - so I can tell you all about it here and now.

First thing that strikes you is that the car is much prettier in the metal than in pictures. Its lines are quite conventional, but cleanly drawn and well balanced; and the design is such that it should not 'date' for years to come.

Externally, the only resemblance to the normal VW is in the wheels and hubcaps; yet, when it comes to mechanics and general layout, nearly all the familiar characteristics are there - except that everything is a little bigger and better.

The car is made to order for those Beetle-fanciers who want to move up a size higher on the motoring scale, and are prepared to outlay the extra £246. It should also gain some new adherents for the make - but I won't hazard a guess at the number of converts.

At £1199 tax-paid for the saloon, £1249 for the station wagon, the VW1500 must compete against our 'popular sixes', which offer much more power and accommodation for less money, even in their special or de luxe versions.

To their beefy six-cylinder engines and four-door, six-seater interiors, it opposes a 1493cc, 53 bhp SAE (34 kW) flat-four power unit, and a two-door body with room for four

adults - five at a pinch.

On the other hand, it scores with delightful handling qualities, a low-stressed, 'unburstable' engine design, economical running and excellent finish.

Time will show how many buyers are swayed by these considerations. Meanwhile, let's examine this long-awaited newcomer.

Interior Layout

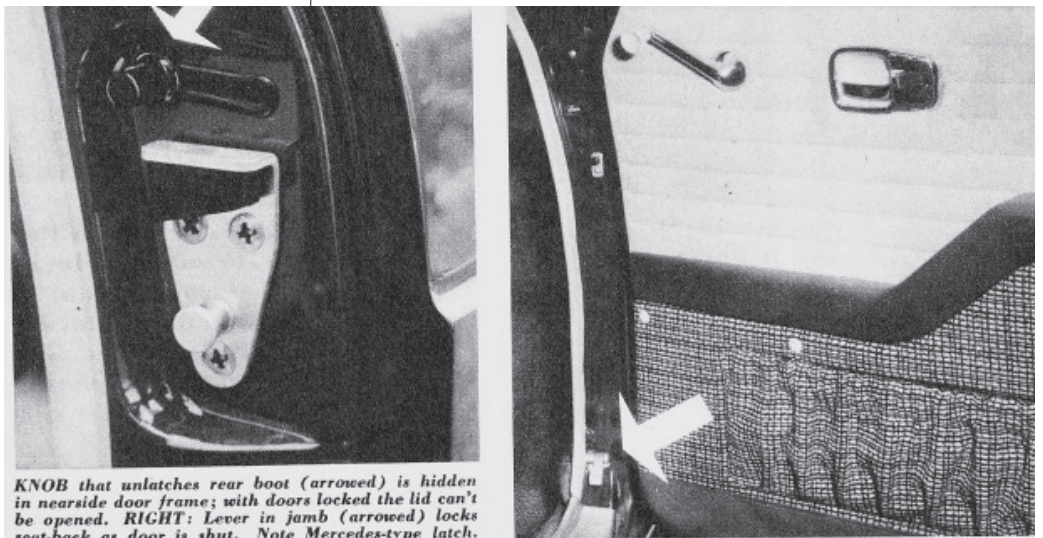
The two wide doors give easy access to the front: seats, but entry to the rear calls for a certain amount of agility. However, the two-door construction undoubtedly helps body rigidity - and it's hard to see how the designers could have provided four doors, since they have retained the

same wheelbase as in the normal VW (though track has been widened at the rear).

The separate front seats are extremely comfortable, and their backs are adjustable for rake, by turning a knob near the hinge. An excellent feature is the seat-back locking device incorporated in the leading edge of each door frame.

With the door open, the back of the adjoining front seat can be tilted forward to assist entry; as the door is closed, it presses a small lever in the door frame which actuates a locking catch at the base of the seat. These catches prevent the seat-backs tilting forward under heavy braking.

Interior door handles, similar to those used by Mercedes, have small levers that allow the doors to be locked without using a key. There are shaped armrests-cum-doorpulls in front, and side armrests for the rear passengers - but it seems that the folding central armrest, shown in overseas photos of the 1500, is not fitted to Australian-assembled cars.



KNOB that unlatches rear boot (arrowed) is hidden in nearside door frame; with doors locked the lid can't be opened. RIGHT: Lever in jamb (arrowed) locks seat-back as door is shut. Note Mercedes-type latch.

'Lebensraum' for front-seat occupants is generous and allows straight-arm steering comfort for the driver; but rear legroom is restricted when the front seats are set in the full-back position.

The rear seat is set rather high, probably to clear the front of the gearbox; this gives its occupants an excellent view

forward, but doesn't leave quite enough headroom for people of above-average stature.

Generally it's the driver who gets the V.I.P. treatment in the 1500 - which is exactly as it should be in a small car.

The rather high seat gives you good support under thighs and knees. It has adequate fore-and-aft movement as well as rake adjustment - and even though the seat-back is almost flat, you get a fair amount of lateral support from the high-friction coefficient of the combined textile-plastic upholstery.

Deep windows, narrow pillars and sloping bonnet allow excellent vision, and the prominent front guards give a feeling of directional command which you don't get in the Beetle.

Rear vision, via a sensibly proportioned mirror and full-width rear screen, is equally good - and there's the added help of an external rear-view mirror, fitted as standard.

The luggage-space situation - one of the shortcomings of the normal VW - is much improved by the provision of a rear locker over the engine compartment, in addition to the usual front 'boot'. But total capacity is still fairly small at 13½ cu. ft (380 litres) - and dividing the space means that there is still nowhere to put a bulky object, except on the back seat.

Controls, Equipment

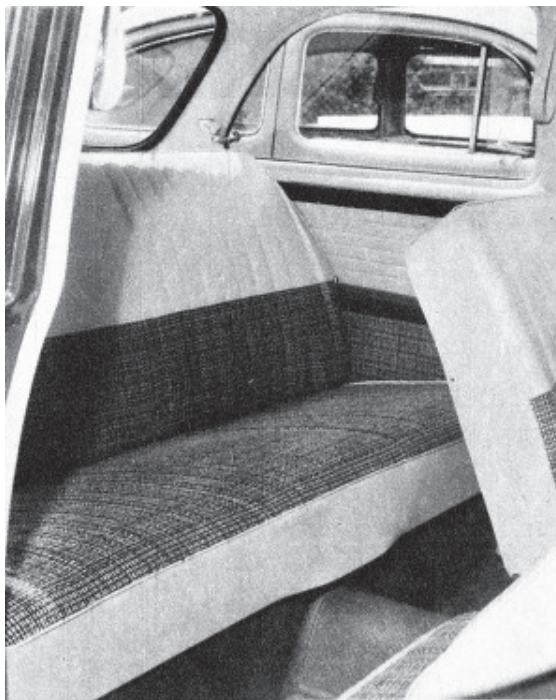
The steering wheel is comfortably placed, and pedals allow easy heel-and-toe operation. Clutch-pedal travel seems longer than usual, but not disturbingly so.

The all-synchro gearbox, with its feather-light and incredibly fast floor-mounted shift, is sheer delight to use. Perhaps this is just as well, because the overdrive top ratio, geared to propel the car at 20.3 mph (32.7 km/h) per 1000 rpm, demands fairly frequent use of the short, chrome-plated gear lever, nicely positioned at the driver's left and crowned with a large plastic knob.

The powerfully efficient lever-type handbrake, set on the floor between the front seats, sports a plastic collar which can be slipped on or off at will. The purpose of this collar and the reason for its mobility are mysteries to me.

Instruments are placed in front of the driver and clearly visible through the open top half of the two-spoked, recessed-hub steering wheel, with half-circle horn ring.

The circular speedo with total-mileage recorder (no tenths of a mile, unfortunately) is flanked by a clock on



REAR passengers get 3in. more hip-room than in normal VW, but leg-room remains limited.

one side and a petrol gauge on the other; the gauge dial incorporates coloured warning lights for turn flashers, oil pressure, generator charge, parking lights and high beam.

The instruments are hooded to prevent windscreen reflections: the hoods, as well as the dash top and the passenger's grab-handle, are crash-padded and trimmed with black imitation leather.

Controls for turn flashers, parking lights, dipswitch and headlight flasher are all embodied in one steering column-mounted stalk lever.

A row of dash switches to the driver's right control the headlights, the variable-intensity panel lighting, the variable-speed, parallel-action, electric screen-wipers and the screen-washer.

A lidded ashtray and fresh-air ventilation controls occupy the centre of the dash, and there's a lidded

glovebox on the passenger's side. Rear occupants get two ashtrays, one at each side.

Odds-and-ends can be carried on a shelf behind the rear seat, and in fabric pockets provided in both front doors which, incidentally, have check-stops to hold them in the open position.

There are separate controls for warm-air circulation to both compartments, and the rear windows are hinged at the leading edge, so occupants should be cosy in any weather.

Twin sun-visors, safety-belt anchorages, plastic coat-hooks and grab-straps, door-operated courtesy light, counterbalanced boot lids, handy boot lights and a good-sized tool-kit complete the equipment, which few cars can match for generosity.

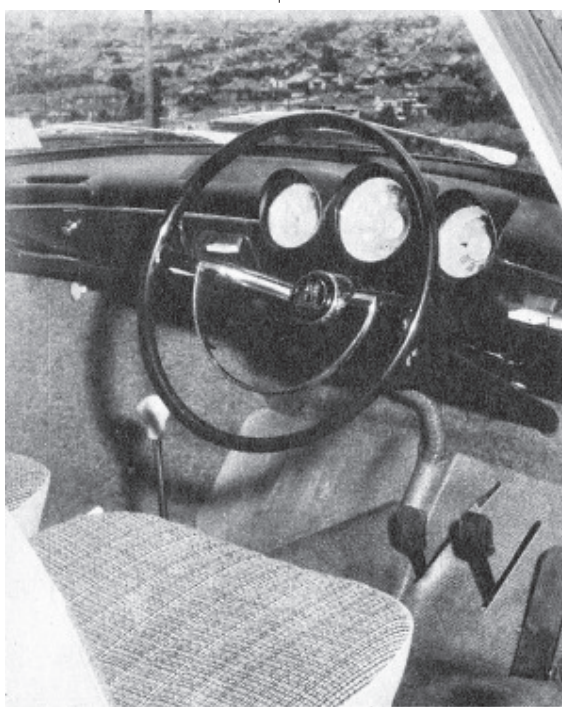
The tools are housed in the front boot, along with the fuel tank and spare wheel. The lid is internally latched, being released by pulling a knob under the dash.

Rear boot-lid is unlatched by pulling a lever recessed in the nearside door frame, so that locking the doors automatically locks the lid also.

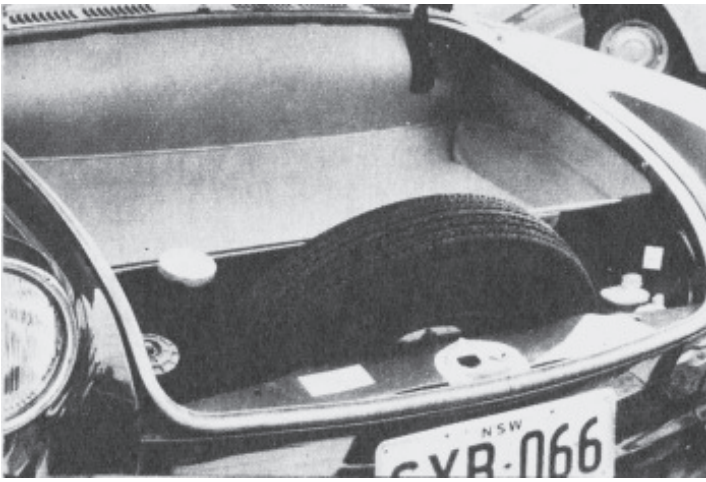
Mechanically, the VW 1500 follows Dr. Porsche's original concept, but with some design changes which have resulted in vastly improved handling and ride comfort (without altering the wheelbase or greatly affecting overall dimensions)

Changes to Suspension

Front suspension is still by transverse torsion bars and parallel, equal-length trailing arms. But the Beetle's short, laminated torsion bars are replaced by a one-piece round bar



DRIVER comfort is superb; controls are well placed, the padded dash neatly trimmed. Cockpit is 5in. wider.



for each side.

Carried in the lower of the two tubular front cross-members and running the full length of the member, these bars cross in the centre but are not interconnected.

The upper trailing arms, however, are connected by a single torsion bar which acts as a stabiliser to reduce roll.

The front roll-centre is almost 3in. (75 mm) above ground level instead of being at ground level, as in the normal VW.

Rear suspension remains basically unchanged, except that the rear wheels are set 2.3in. (58 mm) wider apart.

Compact Engine Layout

Engine is still an air-cooled flat-four, but redesigned in such a way that, despite its larger capacity, it occupies less space than the 1192cc VW unit.

Most of the saving has been achieved by making the cooling fan work directly off the end of the crankshaft (it draws air through body ducts, from a narrow grille just behind the rear window). Result – a complete engine assembly only 15in. (380 mm) high, which fits between the rear axle and the tail of the car, still leaving room for a luggage boot over it.

The plywood trapdoor between luggage and engine is



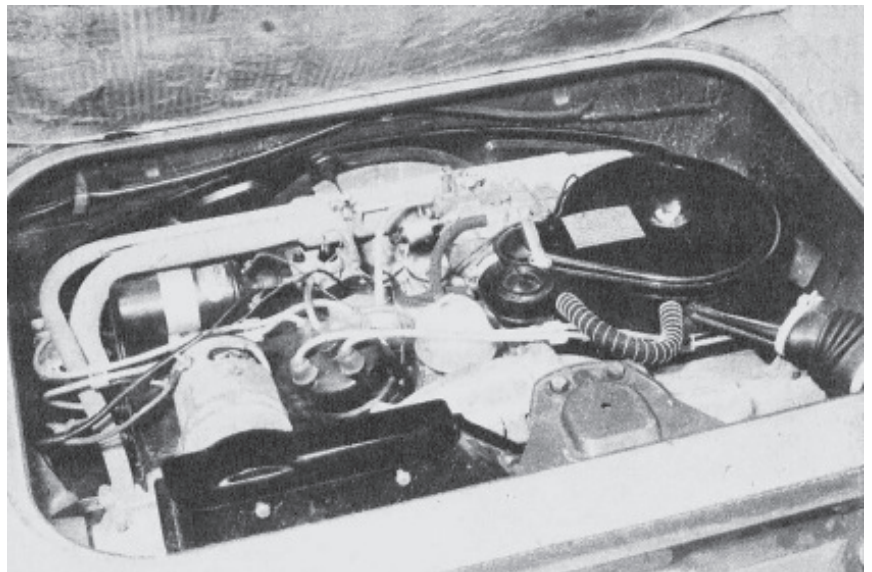
covered with aluminium foil on its lower side, button-down carpet on the upper. Heat insulation seems pretty effective; after driving around with a chocolate bar placed on top of the trapdoor, we finished up with medium-soft chocolate - and this was on a hot summer day.

Raising the trapdoor allows normal servicing of the engine to be carried out. Accessibility is good except for spark plugs, which are even harder to reach than on the Beetle.

For major service or repairs, the entire engine can be removed just as easily as on the smaller model.

Oil level can be checked and replenished without lifting the trapdoor or disturbing luggage - the filler is fitted behind the luggage floor.

The engine develops its 53 bhp SAE (34 kW) maximum at only 4000 rpm, which means it should last almost forever. In fact, Americans give it an extremely low 'wear index' of 41.5.



Fitted with a side-draught Solex carburettor, the 1500 was not always easy to start when warm - but the puff of smoke issuing from the exhaust suggested a rather rich mixture.

Comparing the Two

I am told that the only interchangeable parts between the two cars are the steering gears, transmission gears and crankcase - yet the 1500 has that unmistakable VW "feel."

A Beetle owner myself, I felt completely at home within a few minutes, though I must admit that the quietness of the engine was unfamiliar; especially while picking up from about 30 mph (48 km/h) in third, when it seemed for a moment that I was driving a two-litre six.

Top-gear cruising also pointed up the excellence of the sound insulation, and there was hardly any of that well-known cooling-fan whine; on the other hand, there was a good deal of wind noise, particularly with the cool-air vents open.

Frontal area is approximately 4 percent larger and calculated volume 6 percent higher than that of the normal VW. Total drag is almost 20 percent higher, which together with about 2cwt (100 kg) more weight, explains why the 1500, despite its more powerful engine, provides initial acceleration figures not so much better than those of the smaller VW.

The extra torque of the 1500 is, nevertheless,

markedly noticeable - especially when cornering with verve or negotiating steep climbs. And acceleration improves markedly as you get above 40 mph (65 km/h).

Power/weight ratio is approximately 43lb per hp (39.4 kW/tonne), while maximum torque works out at 83 lb/ft (113 Nm) at 2000 rpm. This is equivalent to 40.6 mph (65.4 km/h) road speed in top gear - an ideal road speed/torque point for the average motorist.

Weight distribution is 39 percent front, 61 rear - much the same as on the normal VW. Yet, surprisingly, the 1500 handles more in the manner of a Peugeot 203, with almost neutral steering up to quite a high degree of cornering 'Gs', after which a change to oversteer (mainly started by rear tyre slip angle) initiates a slow-motion breakaway at the tail, easily corrected by steering and throttle control.

In fact, for two days after testing the 1500 I found myself poking my own Beetle into an occasional corner or bend at the same speed as I'd done with its big brother - and getting 'all crossed up' for my forgetfulness.

This served to drive home the magnificent sports-car-like handling of the 1500, and made my present mount seem suddenly inadequate.

A hydraulic steering damper prevents road shocks being transmitted to the steering wheel, but also robs the driver of that exhilarating feeling of feather-light, effortless control, which distinguished the earlier (damper-free) VW steering.

Performance, Consumption

On our test run, the VW 1500 covered the ground with such deceptive quietness that I had to keep a sharp eye on the speedo in restricted areas.

Fast cruising ability, rather than rapid acceleration, is its strong point. Being low-stressed in the VW manner, it will cruise all day at, or near, maximum speed.

Twisty roads can be taken faster than with the Beetle, and rough surfaces are negotiated with equal ease.

We put the car over a real horror stretch, and although we could hear the suspension working furiously, that was about all. There were no body squeaks to indicate momentary deformation, showing that the two-door monocoque body structure has ample rigidity.

Top-gear acceleration, with the 0.89 to 1 overdrive ratio, is naturally not of sports-car calibre. To be expected, since this gearing is not meant for rapid passing manoeuvres. But I was rather surprised at the amount of cog-swapping necessary with the 1500. Fortunately, the VW box - that Rolls-Royce of gear-changes - makes this operation effortless.

And the 1500 is undoubtedly more flexible than its smaller brother. Third gear can be used a good deal more in city traffic, and it is rarely necessary to drop below second, even for very steep hills.

Sensitivity to crosswinds is noticeable in the 1500, though the deflection is not quite as great as with the Beetle. Oddly enough, although the large-section, low-profile tyres seem much baggier than those of the normal VW, pressures are much the same at 17 lb front, 24 rear (117/165 kPa).

Full performance figures are given in the data panel, so I won't repeat them here - except to mention that top speed is close enough to 80 mph (128 km/h) to make the 1500 a highly competent and comfortable interstate traveller; and, despite the seemingly unexciting acceleration times, the

standing quarter-mile can still be covered in less than 22 seconds.

Fuel consumption is quite modest. It worked out at 26.4 mpg (10.7 L/100 km) on our hard-driven test, which rather alarmed me - but when tested on normal running the VW 1500 returned a satisfying 33.3 mpg (8.5 L/100 km).

Braking, with 136 sq. in. (877 cm²) of lining area, is first-class and requires relatively light pedal pressure.

To sum up, the VW1500 gets full marks for mechanical design, general standard of materials and finish, driver comfort, handling and cornering ability, braking, fuel economy, and long-lasting engine characteristics.

Maximum speed and acceleration are fair, considering the engine's size and output.

On the debit side are the cramped rear-passenger accommodation and the luggage space, still below average by present-day standards.

Also the price tag of £1199, which brings the 1500 into direct competition with the six-cylinder cars (such as the £1110 Holden EJ Special and the £1130 Ford Falcon Deluxe) that dominate our market.

Bill Daly

MAIN SPECIFICATIONS

VW1500

ENGINE: 4-cylinder, air-cooled, o.h.v.; bore 83mm., stroke 69mm., capacity 1493c.c., compression ratio 7.8:1; maximum b.h.p. (S.A.E.) 53 at 4000 r.p.m.; maximum torque 78.1lb./ft. at 2000 r.p.m.; single side-draught Solex carburettor, mechanical fuel pump; 6v. ignition.

TRANSMISSION: Single dry-plate clutch; 4-speed fully synchromeshed gearbox; ratios—1st, 3.80; 2nd, 2.06; 3rd, 1.32; top, 0.89:1; reverse, 3.88:1; spiral bevel final drive, 4.125:1 ratio.

SUSPENSION: Front independent, by solid torsion bars on lower trailing links and stabiliser on upper trailing links; divided axle and torsion bars at rear; telescopic hydraulic shockers all round.

STEERING: Worm-and-roller type; 2.8 turns lock-to-lock, 36ft. 6in.

WHEELS: Pressed-steel discs, with 6.00 by 15in. tyres.

BRAKES: Hydraulic, 136 sq. in. lining area.

DIMENSIONS: Wheelbase, 7ft. 10½in.; track, front 4ft. 3½in., rear 4ft. 5in.; length 13ft. 11in., width 5ft. 3in., height 4ft. 10½in.; ground clearance, 7½in.; hip room, front 4ft. 5in., rear 4ft. 6in.

KERB WEIGHT: 17cwt.

FUEL TANK: 8.8 gallons.

PRICE: £1199 tax-paid

VW1200

ENGINE: 4-cylinder, air-cooled, o.h.v.; bore 77mm., stroke 64mm., capacity 1192c.c.; compression ratio 7 to 1; maximum b.h.p. (S.A.E.) 40 at 3900 r.p.m.; single downdraught Solex carburettor with automatic choke and accelerator pump; mechanical fuel pump; 6v. ignition.

TRANSMISSION: Single dry-plate clutch; 4-speed fully synchromeshed gearbox; ratios—1st, 3.80; 2nd, 2.06; 3rd, 1.32; top, 0.89:1; reverse, 3.88:1; spiral bevel final drive, 4.375:1 ratio.

SUSPENSION: Front independent, by trailing links, laminated torsion bars and stabiliser bar; divided axle and torsion bars at rear; telescopic shockers all round.

STEERING: Worm-gear type; 2.4 turns lock-to-lock, 36ft. turning circle.

WHEELS: Pressed-steel discs, with 5.60 by 15in. tyres.

BRAKES: Hydraulic, 96.1 sq. in. lining area.

DIMENSIONS: Wheelbase, 7ft. 10½in.; track, front 4ft. 3½in., rear 4ft. 2½in.; length 14ft. 4½in., width, 5ft. 0½in., height 4ft. 11in.; ground clearance 6½in.; hip room, front 4ft. 0in., rear 4ft. 3½in.

KERB WEIGHT: 14cwt.

FUEL TANK: 8.8 gallons.

PRICE: £953 tax-paid

COMPARING PERFORMANCE

NOTE: Figures for VW1500 are given first, with normal VW's figures in brackets. (The VW1200 figures used for comparison were recorded in Melbourne by Bryan Hanrahan in December 1960.)

CONDITIONS: Fine, warm; no wind; smooth bitumen; two occupants, premium fuel (both tests).

BEST SPEED: 83 m.p.h. (74.2).

FLYING quarter-mile: 78 m.p.h. (71.8).

STANDING quarter-mile: 21.9s. (23.1).

MAXIMUM in indirect gears: 1st, 23 m.p.h. (22); 2nd, 42 (43); 3rd, 65 (64.2).

ACCELERATION from rest through gears: 0-30, 6.1s. (6.3); 0-40, 8.2s. (10.6); 0-50, 10.8s. (15.8); 0-60,

17.2s. (28.8); 0-70, 31.5s.; 0-80, 52.0s.

ACCELERATION in top: 20-40, 13.8s. (15.0); 30-50, 12.0s. (16.9); 40-60, 14.2s. (24.3); 60-80, 30.7s.

ACCELERATION in third: 20-40, 7.3s. (9.1); 30-50, 7.0s. (9.4); 40-60, 8.5s. (19.2).

BRAKING: 29ft. (32ft. 8in.) to stop from 30 m.p.h. in neutral.

FUEL CONSUMPTION: Overall, 26.4 m.p.g. (32.6); normal running, 33.3 m.p.g. (35.2).

SPEEDO: 1½ m.p.h. (2) fast at 30 m.p.h.; 3 m.p.h. (6) fast at 60.

The Bolwell Ikara.

Campbell Bolwell launched his first Australian component car, the Lotus-look-alike two-seater Mk4 in 1963, and a completely new Bolwell Mk5 in 1965, both with space frame chassis and a choice of Anglia/Cortina, Holden, Peugeot or BMC engines. One prototype Mk6 Bolwell was made in 1966 before the successful Mk7 followed – a Ferrari GTO look-alike with a Lotus Elan-type chassis, a Triumph 2000 4-speed box and a hotted-up Holden 186 motor. Bolwell sold nearly 400 before the Mk7 was retired in 1972, killed by new restrictive registration and modification laws.

So too the beautiful Nagari, the first Australian limited volume V8 sports car. This 1969 world-class coupe used another Lotus-like frame, with improved Ford Falcon front and rear suspension, Ford brakes, gearbox and a choice of either 5-litre (302) or 5.8-litre (351) Ford V8 engines. Bolwell made just 180 Nagaris before production ended in 1974, and the company walked away from car production.

Bolwell's absence left a huge gap unfilled by any other kit-car maker. But the earlier Bolwells, particularly the mighty Nagari, kept the name alive after the maker's withdrawal from motoring. So even six years on, Bolwell was remembered and enthusiasts welcomed the rumour and then the announcement of the marque's return in 1980.

But that was before they'd seen the object of the comeback, an all-new model called the Ikara. When first pictures of the incomplete prototype were published (in WHEELS), the swelling applause was suddenly muffled by the beholders' unsure response to the new design. Though Bolwell's revival was celebrated for sure, the Ikara's highly individual and, um, different styling caught onlookers by surprise.

Many were incredulous for early glimpses of the prototype revealed the Ikara was no thing of beauty. Sharing nothing in common with the standards-setting Nagari, the Ikara's appearance was the absolute antithesis of the sleekly muscular model which preceded it.

Which was exactly how Campbell Bolwell wanted it to be. In the best specialist-maker tradition he'd begun with a firm idea in his head and some loose doodles on paper. He wanted a pure sports car, one that got back to basics and put the emphasis squarely on Performance. Ranked in order of

priority styling as such was way down the designer's list together with other things like Practicality and Compromise-for-popularity's-sake.

Bolwell's design brief called for what was in effect the clubman concept brought up to date / Lotus Super Seven school, but class of 1980. Though opting for the obviously more complex mid-engine layout with all-independent suspension, design and construction were kept as straightforward as possible. To further that aim, Bolwell put function before fashion. He believed it was incumbent upon a proper sports car to be suitable for sports; to be adaptable to, and adept at, racing or hill climbing or motorkhana-ing, as well as everyday driving.

He saw this new model with a freestanding two-seater body, featuring separate bolt-on semi-circular mudguards, with impact resistant side pods flanking the low-cut cockpit. The doorless body would have a wedge-like down-forcing nose, easily detachable headlights, and a skin wrapped so tightly around the cockpit and mechanicals, that the engine cover bulged unashamedly to cover the X1-9-like strut-type rear suspension.

The whole lot was tied together by an efficient space frame developed by long-time racecar expert and Bolwell specialist Neil Stephens, who was also responsible for sorting-out the suspension and handling.



Though it was intended the Ikara ultimately accept virtually any ex-front-drive transverse powerplants of up to two litres capacity, the design was initially drawn around the Volkswagen Golf engine and transmission, installed behind the cockpit to drive the rear wheels. Bolwell also transposed the Golf strut-type front suspension to the rear. The struts were prevented from turning by anchoring the steering rods to the chassis. New springs and re-rated damping were included.

Golf front brake discs were retained for the rear, in conjunction with callipers and the handbrake system from the Fiat 124. Holden Gemini parts formed the basis of the Ikara's wishbone-type front suspension, again with new springs and dampers. Rack and pinion steering also came from the Gemini, but with substantially different steering geometry. The 13-inch wheels featured alloy centres with steel rims



and carried 60-series tyres, 185s at the front and 225s at the rear.

Controversial as the body's styling proved to be, its quality and finish were never in question. Rather surprisingly, that deceptively simple shell consisted of no less than 40 separate fibreglass mouldings. Some were produced by the traditional hand-laid method, others by the latest injection moulding process.

Either way the panels and parts were superb examples of the state of the art in fibreglass technique, easily the most professional of their kind from an Australian specialist maker and on a par with the best from anywhere.

Though plenty of thought had gone into the means of both making and building the Ikara, the kit still required a lot of work to put together. Assembly involved much hand fitting of the panels and mechanicals. No one-weekend bolt on, drive-off job, this. While obviously labour intensive, the assembly operations weren't really difficult thanks to what was another of the Ikara's major features . . . the Construction Manual.

This excellent quarto-size manual had most of its 128 pages devoted to clear step-by-step photo-and-caption explanations of the entire assembly routine. Also included were succinct chapters outlining Bolwell's concept and the philosophy behind the Ikara, testing and developing the assembled car, Driving it, and how to service, maintain and repair it. Needless to say, this extraordinary manual became a collector's item in its own right.

Building the Ikara was one thing. Driving it, something else. The more and harder one pedalled it, the better it looked. The appearance would never be classically handsome of course, but after some hard-charging time behind the wheel you found yourself seeing beyond the body lines and better understanding the attraction of its outspoken individuality.

Here, true to Campbell Bolwell's ideals, was a proper sports car, even a definitive sports car, faithful to the original tenet of the road-registered racer and raceworthy roadster. Who cared that the cockpit was snug for big blokes; that the unassisted brakes were so heavy, that the side curtains and roof were still pending development. Such things were of no real moment. What counted was that Ikara steered like a kart, handled like an X1/9 and, even with a very ordinary four-speed 1.6 Golf engine, went like the clappers. Thus the Ikara reminded us what sports cars are really all about, and it held enormous potential for street and track alike.

Bolwell's baby also had tremendous character of course, perhaps too much for most people, many enthusiasts included. They just couldn't reconcile that highly purposeful design with everyday, conservative standards. Thus there's no doubt the Ikara suffered for its styling to some extent. But even with hindsight, Campbell Bolwell remains adamant that he wouldn't change the lines at all for the mere sake of popularity.

In sum therefore, the Ikara was a success as a design, as a manufacturing project and as a car, but less so in sales. Only 10 kits were produced. Bolwell says there was enough demand to keep the Ikara going and growing, but he just didn't



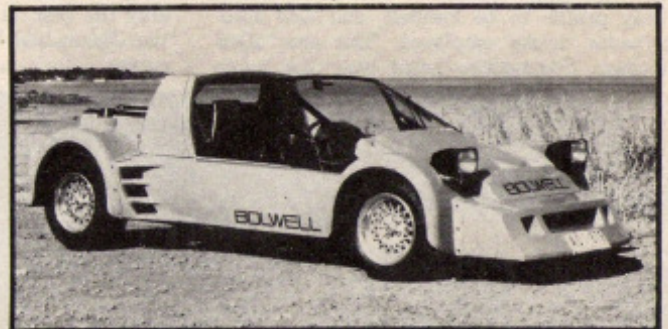
need the continuing hassles with authorities over registration requirements. So he pulled the plug again, and the Ikara joined the other late, great Bolwells.

There's a suggestion of the prophet-without-honour syndrome in the Ikara story. Three years after the car's demise in Australia, Bolwell was approached by, and began negotiating with, an overseas company interested in buying the whole Ikara package: design, rights, tooling, moulds and all. So this striking little machine might yet reach reasonable production volume and fulfill its promise as a driver's delight, but not in Australia.

The deal was concluded in 1985, with the Ikara project shipped to its new owners in Greece.

Mike McCarthy

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Selling junk to kiddies.

I came across a really nice rebuild kit for the Volkswagen that includes Big Bore cylinders that don't require any machining. Have any of you heard of this?

Yes. It's junk; a package assembled for the 'Kiddie Trade' - technologically naive youngsters who don't know anything about VW engines.



Such kits typically come with standard-size bearings. The odds of needing standard-size bearings on any air-cooled VW in need of an overhaul is about the same as for finding lips on a chicken. In fact, most of the schlock shops that offer such kits don't even carry the full range of bearings. That's because of the remarkably wide range of possible bearing combinations available for the VW engine.



Since the crankcase usually needs to be align-bored to return the saddles of the main-bearings to true circles, the mains may be as much as +1.5mm larger in OD, graduated in 0.25mm steps. That's seven sizes, assuming you start with STD. The Volkswagen factory originally only allowed two over-sizes, but at the insistence of after-market rebuilders, famous for their \$300 'overhauls', have since provided the additional over-sizes. In the same vein, the crankshaft probably needs to be turned & polished - and probably already has, since the youngest Type 1 air-cooled VW engine sold has to be at least 35 years old by now. Here again, while the factory - which used to overhaul its own engines (and offered the same warranty as for a new engine) allowed only

one under-size, after-market bearing manufacturers offer under-size mains all the way down to -1.0mm. That's five ID's. Then you've got the thrust face on the #1, which you can get in up to three different combinations, plus STD. Seven OD's plus five ID's plus four Thrust Flanges gives you one hundred and forty possible main-bearing combinations for a used VW engine; and we haven't even gotten to the rods. And the dingalings at Fred Bloggs Hot VW Shop sells the kiddies a set of STD/STD bearings with their famous 'rebuild kits.'

Now, the 87mm barrels are called 'slip-in' Big Bores because they fit the same spigot bores as the stock jugs. Trouble is, the over-boring results in a sealing surface that is so narrow it's impossible to maintain a reliable seal between the barrel and the cylinder.

Then they offer the kiddies a set of valve guides.

Have you any idea in the blue-eyed world how many mechanics are even qualified to replace VW guides? They are a shrink fit in the aluminium heads, and the spec calls for a 265-degree temperature differential.



To remove the old guides you core-drill them, then heat the heads to 180 degrees C and drive them out. If the bores will accept a new guide it is put to soak in a slurry of dry ice and 100% alcohol, which lowers the temp of the guides to about -85 deg C. then heat the heads to about 180 deg C and - assuming you have the right tools & jigs - drive the chilled new guides into the hot aluminium heads. But the schlock shops don't do that. They simply hit them with a chatter gun. That galls the bores as the guides come out and splits the guide-boss when the new guides go in; no big deal since their typical customer wouldn't recognize a good head if it walked up and pee'd on his leg.

But the best part of the joke is that the typical 'overhaul kit' costs more than buying the parts individually!

Such kits are enormously popular, of course. Which helps explain why a sturdy, well designed little engine has acquired such a terrible reputation for reliability.

Compression ratio.

The use of rebuilt VW heads poses a problem for the unwary. Wanna NOT blow up your engine? Read on!

We need to start with some definitions. The manuals differ on how they label things so for now, use the following:

Compression ratio is determined by dividing the **total volume** (V sub t) by the **swept volume** (V sub s).

Total volume is the sum of the chamber volume (V sub

c), the deck volume ($V_{sub d}$) and the swept volume ($V_{sub s}$)

Chamber volume is not calculated; it is measured directly. The VW Factory Workshop Manual offers a good explanation of the procedure. For your basic overhaul you don't need a very precise number but you must know the approximate chamber volume. An easy way to do this is to obtain a fat 50cc syringe from a veterinary or pharmacy, level the head with the valves and spark plug installed, then fill the chamber with water. Do it several times and average the results. Do it for all four chambers. When you calculate your compression ratio, use the smallest of the four chambers for chamber volume ($V_{sub c}$).



If the chambers are larger than 50cc use a marble to take up some of the space. Determine the marble's volume by dropping it into the half-filled syringe. Its volume equals its displacement (Eureka!) Use the same marble(s) in all four chambers and don't forget to add its volume to the reading off the syringe.

Swept volume and deck volume are calculated using the formula: $0.785 \times \text{bore diameter squared} \times \text{stroke}$.

Stroke is 69mm for a stock Type 1 engine. If you're rebuilding a 36/40hp, use 64mm. If your engine has a stroker crank, use that dimension. But don't guess.

To calculate deck height, use the same formula but substitute deck height for stroke. Bore diameter is whatever cylinders you are using. A stock 1600cc engine uses 85.5mm jugs.

Use millimetres for all of your measurements and calculations. Since you'll be using millimetres for your calculations, the answer will be in cubic millimetres. To convert to cubic centimetres, divide by 1,000 (move the decimal three places to the left).

To illustrate, let me walk through the calculations using real data and real heads, a pair of rebuilds I have here in the shop.

The engine is a stock 1600cc dual-port. The jugs are 85.5mm in diameter; the crankshaft has a measured throw of 34.5 (i.e., a stroke of 69mm).

Since we use that same diameter when we calculate deck volume, let's run the numbers and get it out of the way. 85.5×85.5 (that is, the diameter squared) equals 7,310.25. Now we multiply that by 0.785 (that is, the pi factor) to get 5,738.546. We will use that value to compute both swept volume and deck volume.

5,738.546 times the 69mm stroke gives us 395,959.6913 as our swept volume.

The deck height – distance from the top of the piston at TDC, to the top of cylinder – I measure as 1.65mm.

5,738.546 times the 1.65mm deck height gives us 9,468.6.

The combustion chamber measured 43.5 cubic centimetres, so lets convert the other factors to cubic centimetres before we add them together:

395,959.6913 becomes 396.0cc (rounded) Swept

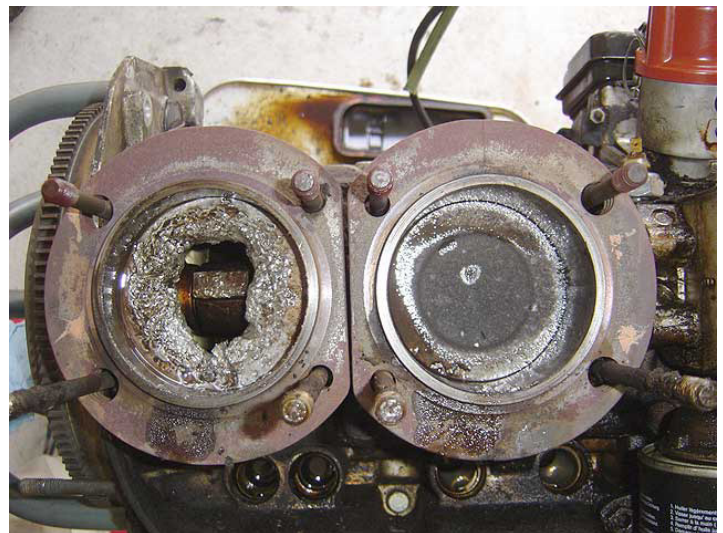
9,468.6 becomes 9.5cc (rounded) Deck

and our chamber volume was 43.5cc (averaged) Chamber Which gives us 449.0 Total Volume

(Note: Engine displacement is based on swept volume rather than total volume. Four times 396 equals 1584cc, the displacement of a '1600' engine.)

Dividing the total volume by the sum of the chamber and deck volume gives us 449.0 divided by 53.0 – which is 8.346 - our compression ratio. And that is too high.

This particular engine is in the shop because it blew a piston . . . hole about as big as a 50c piece, right through the top of the thing. And it was just overhauled, too.



How could such a thing happen? Easy. Kid talks his mum into buying him a VW. It's a total POS but he's convinced he can fix it up. Following the advice of the local 'guru', first thing the kid does is buy a pair of rebuilt heads and slap them on without bothering to check anything. But one of the heads had been flycut. Flycutting reduces the chamber volume, which raises the compression ratio. A combination of hot weather, a heavy foot, low octane petrol and a high compression ratio lead to detonation. Naturally, the kid kept on driving. And of course he had to really keep his foot in it to get over those hills with only three cylinders.

The second jug blew a few minutes after the first, which convinced him to turn around and head for home. Amazingly, he managed to make it home on the two surviving cylinders. Of course, it cost him an engine. He now drives his mum's Toyota and rails against vee-dubs as "nothing but junk." His mum, no dummy, won't even let him check the air in the tyres :-)

So you run the numbers and they say the compression ratio will be too high. For a VW engine, the compression ratio should be only 7.3:1. What do we do now?

We put spacers under the cylinders, that's what. Of course, we need to know how thick a spacer we should use but that turns out to be pretty simple. We merely turn the equation around.

In other words, with a total volume of 449cc, what volume chamber-plus-deck will give us 7.3:1?

To find out, just divide 449 by 7.3. That gives 61.5cc.

And since you can't change the chamber volume (unless you take more metal off the heads – we aren't going there), the only thing we can change is the deck height. So subtract the chamber volume - 61.5 minus 43.5 equals 19.0cc, which works out about twice our original deck volume.

Since we measured the deck height as 1.65mm the quick and dirty solution would be to more-or-less double it by slapping a 1.65mm (sixty-thou) shim under the jugs and drive on. And it would work just fine, too.

But quick & easy answers are often a bit too quick and easy. Remember, deck volume appears in both sides of the equation. If we increase our fixed volume - the volume of the deck plus the volume of the chamber - we have also increased our total volume. So before we dash off in all directions, let's run the numbers again. First, we'll add 9.5cc to our total volume, making it 458.5 cc. Now we add 9.5cc to our fixed volume, making it 62.5cc. Now divide 458.5 by 62.5 and see what you get.



7.336? Ah ha, said the mechanic. Ah ha indeed! Close enough.

But what if the numbers had been off? In that case simply do the calculations over again, increasing deck height by ten thou (.25mm) each time until your compression ratio drops below 7.5 to 1.

Okay, in this case the numbers worked out close enough. And a sixty-thou spacer is a standard item, if you call around. But be careful. Everyone carries tens, twenties and forties. They'll tell you to stack them up to make a sixty but don't do it, you want as few surfaces as possible. The good shops carry shims all the way up to ninety thou (.090") in increments of ten thou (.010") and only charge about eight bucks a set. Cheep.

Before posting this article I phoned around to verify availability and price of cylinder shims. A couple of outfits only carried the thinner three sizes, and insisted it was okay to simply 'stack 'em up' to get whatever thickness was required.

The better shops carried the full range. Fred Bloggs Speed & Chrome sez stackemup, Mark Stephens' shop was the other sort . . . "We got stock, ten thru ninety. Or we can polish you up a set." I like their attitude.)



The range of available spacers brings up another point. The use of cylinder shims or spacers is the normal procedure used to adjust the compression ratio of a rebuilt engine and all of the better after-market suppliers keep the standard sizes on the shelf, ready for immediate delivery. But if you want a size that isn't in stock, the price goes up dramatically since someone will have to chuck a set of spacers in a surface grinder and bring them down to the size you need.

So let's say your numbers tell you to use a spacer exactly .035" thick. Unless you're out to win a race, don't do it. Order a set of forties (always round up to the thicker size) and drive on.

The rule here is to opt for the next larger size of standard shims that will give you the compression ratio you need. And it's also handy to know that the paper gasket in the standard overhaul kit is about 0.2mm thick. I don't use those gaskets on my engines since I prefer a metal-to-metal joint between the cylinders and crankcase, but in a special case with stock jugs, I might use them.

Stock Volkswagen engines (for petrol) have used compression ratios as low as 5.8:1 (very early Beetle) and as high as 8.5:1 (VW 411). Given today's petrol, the wiser course is to err on the low side, with a compression ratio of no more than 7.5:1, and a whole lot less if you buy your petrol at a Cheepo station. Air cooled engines for the domestic Mexican market are fitted with dished pistons that give a CR of just 6.6:1, reflecting the low octane rating of Pemex regular gasoline there.

Rebuilt parts are liable to vary wildly from the dimension of stock, original German Volkswagen equipment. When someone sez a part is 'stock' it don't mean a thing until you clap a calliper on it and see for yourself that it falls within stock specs.

A few years ago I wrote about filter/pump adaptors that were machined about .006" undersize, rendering them useless. On returning the part to the store I demonstrated that it could not work as intended. Later I visited the same store and saw the same filter-pump in the showcase, waiting for the next sucker to come along.

When it comes to parts, rebuilt or new, it's insane to trust the veracity of the guy behind the parts counter. A few simple tests and measurements not only eliminates confusion it usually results in a better engine.

Bob Hoover



How Volkswagen Helped Light 100,000 Homes



The turbines at Eildon Power Station, Victoria, are the biggest in the Southern Hemisphere and are capable of providing light and power for 100,000 homes.

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Custom T-Shirts & Trophies	0407 946 939
Custom VeeDub	QLD (07) 3356 4356
Das Resto Parts	QLD (07) 5568 0143
Defender Safety	(02) 9838 8986
Euro Revolution	0430 435 489
Exoticars Service Centre	(02) 9683 2110
Expert Signs	0416 258 763
Gold Coast Veedub	QLD (07) 5537 6200
H & M Ferman	(02) 9533 2722
Harding Performance	QLD (07) 3392 2980
Indian Automotive	(02) 4731 64441
J.C. Fry's VW Spares	(02) 9438 4588
Just Kampers Australia	(02) 9645 7660
Kemp Tools	0402 888 822
Klaack Motors	(02) 9724 5901
Kombi Limousines	1800 566 247
MacKellar Service Centre	(02) 9939 2467

Mick Motors	QLD (07) 3266 8133
Mobile Auto Models & Toys	0403 012 060
Motexion Bulkheads	1300 563 333
Mountain Mechanics	0418 426 487
NRMA Vintage Classic Insurance	1800 646 605
North Rocky Mechanical	QLD (07) 4922 0555
Pacer Auto Products	(02) 9647 2056
Quik Strip Bankstown	0418 440 131
Red Van Tyre Colouring	0408 254 574
Reliable Automotive Services	(02) 9438 3830
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	13 46 46
Stan Pobjoy Race Engineering	(02) 6654 3694
Subarugears	0419 243 275
Unicap Pty Ltd	(02) 4777 4006
V.A. Spares	(02) 4328 3880
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
VolksMüller	(02) 9679 2900
Volkspower	VIC (03) 9808 6777
Volkswerke	VIC (03) 9435 1868
vollks.com.au	vollks.com.au
VW Classic Kirrawee	(02) 9521 5333
VW Magazine Australia	QLD (07) 3806 1240
VW Spectacular	0427 695 203
Wayne Penrose VW	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	VIC 1300 370 310
Wolfsburg Motors Sydney	(02) 9519 4524
Wurth Australia	1300 657 765



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