

Zeitschrift



German Auto Display in Canberra.

October 2013

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Adios Vocho Verde
Shane's Park car show
Caddy 4Motion**

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Burwood Spring Festival
1956 VW road test
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.

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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:

26 years.

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Andrew Dodd Automotive	Vintage VeeDub Supplies
C & S Automotive	Volksbahn Autos Pty Ltd
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20 years and over.

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Antique Tyres	Red Van Tyre Colouring
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Canberra VW Centre	VW Classic Kirrawee
Classic Vee-Dub	VW Magazine Australia
Custom Vee Dub	Westside Mufflers
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Gold Coast Vee Dub	

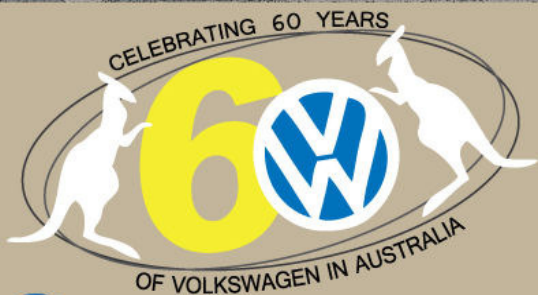
*Please have respect for the committee members and their families
by only phoning at reasonable hours.*

SHOW & SHINE
TRADE DISPLAYS
SWAP MEET
KIDS ACTIVITIES & MUCH MORE

SUNDAY 20 OCTOBER • YARRA VALLEY RACE COURSE

ARMSTRONG GROVE - YARRA GLEN MELWAY REF 275 C1
PUBLIC ENTRY 9AM
NO BBQS & NO DOGS

DAY OF THE VOLKSWAGEN



FOR MORE INFORMATION VISIT WWW.VWCLUB.COM.AU



Volkswagen Group Australia.



Volkwerke

PROUDLY SPONSORED BY

Mt Penang Parklands
Kariong NSW
(6 km's from Gosford Station)

Saturday
26 October 2013

Festival Times
Gates open: 10:30 am
Gates close: 11:00 pm



FREE SHUTTLE BUSES

name@email.com.au

Submit



G'day & Willkommen

Oktoberfest, the world's favourite festival returns to the Central Coast in 2013!

Beer Hall - 40 metre long bar

Beer Garden with massive outdoor stage

Pumping DJ area

Traditional entertainment including

Slap Dancers - Folk Dance groups

Oompah Bands - Yodeler & Cover Bands

Barrel Races - Jack Russel Terrier Races

Miss & Mr Oktoberfest

Best dressed Male & Female - Tug-o-War

Bratwurst - Kranskys - Pretzels

Everything you would expect at an

Oktoberfest festival

Come as strangers - Leave as friends

PRIZES & GIVEAWAYS



TICKETEK COM **Click Here**



2011 BEER BARREL RACE



Southern Highlands Motor Fest

**Chevalier College,
566 Moss Vale Rd, Burradoo
9:00am, Sunday 27 October 2013**

Entrants: \$10 per vehicle. Choose one category per vehicle:

- | | |
|---------------------------|-----------------------------|
| 10A: Pre-1960 Classic | 70U: Pre-1960 Custom |
| 20A: 1960-1980 Classic | 80U: 1960-1980 Custom |
| 30A: 1980-present Classic | 90U: 1980-present Custom |
| 40A: Pre-1960 Commercials | 100U: Post 1960 Commercials |
| 50A: Racing cars | HV: Heavy Vehicles |
| 10C: Classic Motorcycle | 15C: Custom Motorcycle |

Prizes for 1st, 2nd and 3rd in all categories above.

Show & Shine event open to all Classics, Hot Rods, Customs, Vintage & Racing Cars & Bikes. Over 350 vehicles on display; Volkswagens wanted!. Lots of fun for the whole family: fete stalls, trade shows, lots of hot food, kids rides, cakes and sweets, handicrafts, raffles and prizes, wood-chopping. Fun for young & old. Gates open 8:00 am for show cars, 9.00am to the public. \$10 per show car.

All enquiries phone Pam on 0438 691 259



**Club Veedub Convoy:
Volkswagens wanted !**

Meet at Uncle Leo's Caltex at the Crossroads,
Liverpool at 7:15am for a 7:30am departure,
then a leisurely convoy cruise to Bowral.



- V8 Supercar drivers
 - Helicopters
- NRMA Vintage fleet
 - Crash rescue demonstrations
- Road safety demonstrations & information
 - Air Force balloon
 - Show & Shine
 - Live bands feat Dirty Deeds & Schlam
- Shannons Insurance Super Rig
- Emergency Service displays
- Monster raffle & giveaways
- Food stalls
- V8 Supercar simulator
- RAAF Military Dog Unit



NSW Police Force

THE 3RD ANNUAL

Sutho Cops

& RODDERS

ROAD SAFETY & CAR SHOW

Proudly Supporting - CareFlight

Sunday 10 November

9am-3pm

Boys' Town Playing Fields
Woronora Road, Engadine

GOLD COIN DONATION



Direct Deposit to Sutherland Credit Union BSB 802330 A/C# 33012937 and your **Name** as a **Reference** or cheque made payable to: **Sutho Cops & Rodders Road Safety & Car Show**. Entry forms and payment **MUST** be provided **PRIOR** to the day. Your registration and one free raffle ticket will be sent to the address provided.

All forms and payments **MUST** be made by **Friday 25th October 2013** by posting your completed & signed entry form together to: **Sutherland Police Station, Attn: Dave Hayes, 113-121 Flora St, Sutherland, NSW, 2232**

Newcastle All-German Day



MBCCC's Show & Shine for All German Vehicles, held at The Foreshore, Newcastle, Australia, is the Club's premier event.

This one-day event takes place on a Sunday in November each year. The 2013 Show will be held on Sunday 17 November.

The event is for both classic and modern cars, show cars or every day drivers, produced by German factories including

MERCEDES-BENZ

BMW

NSU

BORGWARD

GOGGOMOBILE

VOLKSWAGEN

PORSCHE

AUDI

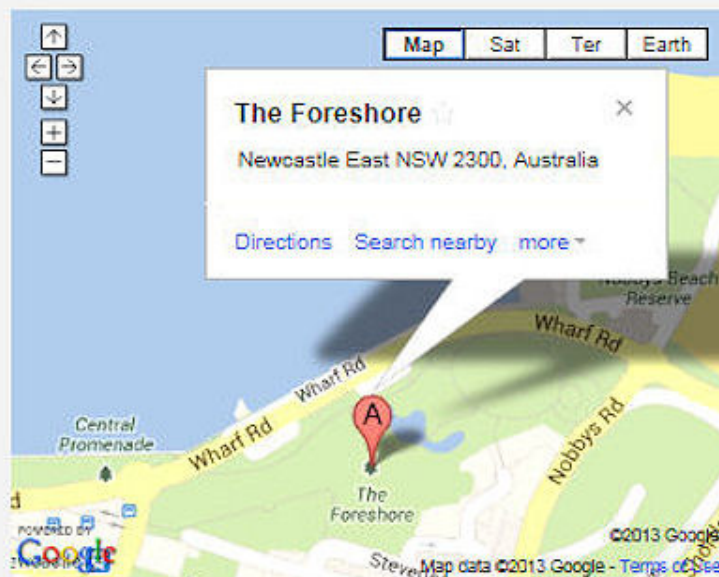
MESSERSCHMITT

The event is well supported by our sponsors and by the media. The site is marvellously located alongside Newcastle's working harbour, one of the largest export ports in the world, in close proximity to Nobbys Beach, and to historic Fort Scratchley and the Customs House precinct. Some food is sold on site, and a wide variety of restaurants are within a pleasant short walk along the foreshore. Come and see some stunning vehicles, including some quite rare ones!

To view a short slide show of the 2012 Show & Shine for All German Vehicles hover under the image to the right and click the play button. Click pause to stop.



The Show location at The Foreshore, Wharf Road Newcastle is shown in the Google Map below.



It's on again!

Boris' VW Picnic Day & Swap Meet 2013

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

When: From 9:00am Sunday 24th November 2013

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

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

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



Presented by Club VeeDub Sydney

Sponsored by Vintage Vee-Dub Supplies
(02) 9789 1777

Von dem Herrn Präsident.

Well, with both Steve and Dave (our President and Vice-president) away racing VWs at Warwick this long weekend, I'll fill in with a quick Editor's report.

With spring and the warmer weather coming on, the events calendar is getting rather busy. Since last meeting, we've had no less than six events, with another three before the end of this month!

On Sunday 22nd we had two events on the same day (sadly same as every year), the Burwood Spring Festival in Sydney and the German Auto Display in Canberra. The weather was brilliant that weekend and both events were a success; Canberra got a huge turnout of VWs, but Burwood was the usual half-dozen members who go to everything. Bruce has sent an excellent report and lots of photos for this issue.

The following week we tried the '1st annual' Shane's Park Community Car Show, at Shane's Park (where? It's near Llandilo). Another really good show with lots of nice hot Holdens and Fords, and our VWs were a nice contrast and we won three trophies. But a disappointing turnout from our Club.

The long weekend saw the annual Hubertus Club Oktoberfest, and the Warwick VW Drags in QLD, plus another new event, the Motoring Expo at the Kembla Grange Motorlife Museum. I have been crook in bed this weekend so I didn't get to go to any of them – in fact I even missed watching the grand final on TV. Not that it mattered, since Souths weren't playing. I am hoping on reports for those events next month. I did hear that the Oktoberfest was much scaled back this year, much smaller than in previous years, which is sad. Apparently the new committee of the Hubertus Club is not much interested in running the event any more.

For those interested in a drive to Melbourne, our friends at the VW Club of VIC are hosting the annual Day of the VW at Yarra Glen racecourse on Sunday 20 October. Those who have been say it is well worth the trip; a little like a Melbourne version of the VW Nationals but unique in many ways.

The following weekend sees two events on consecutive days! Saturday 26th sees us visit for the first time the Central Coast Oktoberfest at Kariong, this side of Gosford, while Sunday is the Southern Highlands Motorfest at Burradoo, just past Bowral. Check the event flyers on pages 4 and 5. Only the most dedicated will be able to do both, but it would be nice to see you and your VW at at least one of them.

In November we have another first-time event, the Sutho Cops and Rodders classic car show at Engadine. This looks like a great opportunity to show our VWs and make a great impression for our club. You need to book in with Sutherland Police (Dave Hayes, 9542 0702) to show your VW, and there is a \$20 entry fee that goes to charity. The following week also sees two events, the All-German display at Newcastle, and for the CAMS sporty VW drivers, the Huntley Hillclimb organised by Wollongong Sporting Car Club. Check the calendar for more info. And finally there's Boris' Picnic Day at Dolls Point on Sunday 24th.

So yes things are getting very busy so keep an eye on the calendar, shine up your VW and come along. It's always

nice to see new faces at VW shows, so don't be shy.

I must thank club members Ray, Simon, Frank, Bevan and Graham, who have managed to find for me copies of all the ancient Zeitschriften from the 1990s I was looking for. I now have all the issues the State Library of NSW is missing to complete their collection. I will be making an appointment to see their acquisitions section in the next week or two to pass them on.

My daughter Lily will be going back to school for Term 4 tomorrow, as I type this. We didn't do too much over the holidays, but we DID make the giant Lego VW Kombi kit – the split window camper with pop-up roof. Finished, it's about the size of a loaf of bread! I will get Lily to write a report on it for next month. Now I need to go buy the Lego Beetle kit on Ebay.

See you soon,

Phil Matthews



Kanberra Kapitel report.

The windy Spring weather is here; still some cold mornings but some great weather most days.

This month saw the annual German Auto Display, held in Canberra, which was an excellent event – please see a report and some photos elsewhere in the magazine. A big thanks to our members who helped both in the preparation and on the day itself, we couldn't have done it without you. Further thanks to our sponsors, being Lennox Volkswagen (Phillip), Canberra VW Centre (Belconnen), and Beetle Exchange (Fyshwick). Please support them when you have the chance in appreciation for their help.

The club has been invited to display their cars at the Bredbo 125th Anniversary on 27 October. I will be arranging a convoy from Canberra of any members who wish to come out for the event. More information will be coming in the email. Marques In The Park (a large carshow held in Belconnen) will be on 10 Nov, and in December Jay and Chris will be running our annual Christmas Lights Cruise, so keep your calendars marked and we'd love to see you along for these dates. Bring your cars out of the shed and show them off with the club.

If any members don't get emails from Iven or myself concerning club events, please contact us (details in the front cover of the magazine) so that we can make sure we have your accurate email address.

Thanks to everyone who came to the show, both locals and certainly those who travelled from Sydney and beyond.

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.*

October.

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 Kangoo 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 hayel dav@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.

Sunday 17th:- 60th Anniversary Huntley Hillclimb, organised by Wollongong Sporting Car Club. The event is open to members of all CAMS affiliated car clubs so spread the word. Competition Volkswagens wanted! More info and all paperwork can be downloaded from the website at www.wsc.org.au/download.shtml

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.

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.

February.

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

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

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

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

May.

Saturday 24th:- VW NATIONALS Supersprint at Wakefield Park Circuit, Goulburn. VW racers wanted, air AND water-cooled. Stock is OK. CAMS Licence and helmet required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 25th:- VW NATIONALS 2014 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids'rides, German dancing, great food and drink, VW fun all day. Phone David

Birchall on (02) 9534 4825 for more information, or see www.clubvw.org.au

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\-\n14 Willoughby Cct, Grassmere NSW 2570.

New Ads.

For Sale:- Volkswagen Super Beetle. Year: 1974. Colour: Orange. Km: 41,132. Engine type: 1600cc. Seats: 4. It has rego until 23rd November 2013. I have all receipts for things that have been done eg :New spark plugs, new fuel filter, new fuel line. It has a brand new front window screen, headlights and bulbs. It does have a few minor things that need doing eg :Fix the locks, wheel alignment and wiring to the front headlights. I bought this car 2 years ago and have taken very good care of it. The owner before me also looked after it. The interior is spotless and for its age, it runs really well. This beloved bug has the potential to be in a showroom. I would love to see it go to a good home where it will be done up and loved. Asking Price \$6000 ono. For more information call Rebecca Hazell on 0423 228 967 or email bec_bek92@hotmail.com



For Sale:- 2008 VW Golf GTI. 2-litre turbo. Red 4-door DSG. Heated leather seats, tinted windows. One owner, lady driver. 90,000 km. Always garaged, serviced at C&S Auto, Padstow, every 7,500 km. Timing belt and water pump done at 75,000 km. DSG serviced at 60,000 km. 4 new tyres last year, new battery this year. No accidents. Rego until May 2014. Price \$20,000. Contact Ron at Picnic Point on 0428 090 544.

For Sale:- My Rover scout crew owns a **VW Beetle** that has been sitting in a garage for 20 years and want to get rid of it I was wondering if u knew of any one who want parts as the engine has blown. The fuel tank how ever seem I'm very good condition for its age. The only condition is that it is taken for free or a small price for individual parts. If interested, contact Mr Guy Bayley on 0466 352 775 or email guy.bayley95@gmail.com

For Sale:- I have a '71 Superbug for sale. Twin Webers, ext, wheels, and lowered. The engine needs work and it is rego to 27 Oct. I'm hoping someone may buy it to restore but whatever. \$1000 ono. Contact Col McIntosh on (Business Hours) 02 4325 3626 or (Mobile) 0401 314 561 or email cimcintosh@bigpond.com

For Sale:- Customised 'race car' name stickers for your VW. I have developed a product that allows people a little bit of freedom to express themselves through their cars and at the same time is a bit of fun as well. It also strengthens the bond they would already have with their pride and joy and would certainly promote a stronger connection to motor sport. Please visit my website www.myracecarsticker.com and see what you think. I hope you like it. For more info contact Brendan Theobald on (Business Hours) 0418 172 514 or email info@myracecarsticker.com

Wanted:- Hi my name is Eldson. I'm from Malaysia. I'm looking for a 1957 oval beetle **RHD complete pedal assembly** set. Do you have any complete pedal set can sell it to me ? I hope one of your club members can help me thank you very much. Eldson Prof Eldson Wong. Phone (Business Hours) +60163354876 or Email eldsonwong@yahoo.com.my

For Sale:- 1974 VW Superbug L. Complete engine rebuild, interior renewed. Dash board recondition as well. Front and rear bumpers chromed. Orange two pack paint. In good condition and a great car to drive. \$8800.00 Phone Debbie on 0428 417 955 or email debbee48@westnet.com.au

For Sale:- 1971 VW Beetle . Honey Brown Colour. Good condition . Sydney. Asking Price \$6000.00 NEG Phone Gerry McMahon on 0415 194 492.

For Sale:- JS Beach Buggy - unfinished project. 1600 Motor has been rebuilt and all chrome cowling. Included in sale: Chassis, Body, 2 brand new buggy/racing seats, lights, tyres, and various parts. Any questions, just give me a call. Asking Price \$5,000 ONO. Phone Tony on 0416 192 573 or email ton16v@optusnet.com.au

2nd Month Ads.

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



I've got the Bug.

I look forward to reading the Zeitschrift each month, and its time I contributed a story.

I have written before, back in 1998 about the buying of our first VW Type 1, a '73 1300 Beetle.

Being pestered by some of our four teenagers who always saw the Beetle as a "cool ride" my wife and I agreed to find a VW beetle, and drove plenty of used examples before finally buying our "flipper Blue" '73.

In the article I wrote about asking advice from a local VW mechanic about what to buy who told me before I started the search that I should spend as much money as we could afford.

Back then the max amount was \$4k. There were plenty for sale at \$2000 but needed three times that amount to get them right.

And after 2 months of looking we found a good used example. Generally clean but needing attention.

We also got a folder of history from 2 previous owners, the car had some poorly repaired slight damage behind the front bumper and an interior that needed a facelift.

But mechanically it was generally sound.

So the journey began. I had done a small engine repair course in the past (no help with a Beetle motor) but always enjoyed tinkering, so a lot of bits and pieces I did over time.

But it helps to have a good mechanic and a club that can give advice, such as who can do upholstery, where to buy bits, etc. etc

And the club did help, with like minded members assisting with their time and information. (You know who you are)!

After 15 years we have used this car often as a daily driver and of late a sunny weekend drive car. The kids have grown older and moved on. And now the grand kids now eye off "opa's" Beetle.

But that was the first beetle. The title tells the story.

As a regular at the VW Nationals, two years ago I saw a car for sale in the front carpark that was just sensational.

Brian the seller was in his 70s and selling a lovely 2 tone '58 beetle. He reminded me of an elderly hippy with his white hair tied back in a pony tail.

"The Missus is making me sell. I have too many cars and I am getting on," he told me when I asked why he was

selling.

After a quick detailed check, when my mate said "I'll go you halves" I bought the car on the spot (Wife nearly killed me!!), and have to say this car has been a wonderful surprise.

It had been well restored, and had all the detailed work on the outside and inside done, and has only once let me down (on the way to the VW stand at Eastern Creek at the historic day recently.)

But with the help of a great mechanic (26 year sponsor of the club, Hans Klaack from Klaack Motors Fairfield NSW) the car has never driven better.

Both cars aren't concours but I call them "works in progress". And isn't that what it's all about. Enjoying them on sunny days and tinkering when it's not.

I bought my mate out recently so now own the '58 car outright.

Both cars have been a joy to own and relatively cheap to maintain. And the bonus...

Appreciating in value! Now what other modern cars do that?

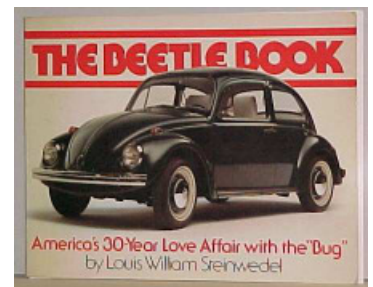
Carl Moll

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:

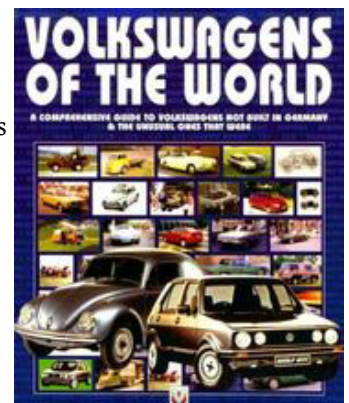
1. The Beetle Book – America's 30-year Love Affair with the Bug, by Louis William Steinwald
2. Volkswagens of the World, by Simon Glen



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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Golf 7 GTI.

The Australian-spec new-generation Volkswagen Golf GTI will get a price hike but gain extra equipment, according to leaked press information.

VW's legendary hot-hatch has made a name for itself, since the original in 1976, for delivering affordable performance. While Australians never had the opportunity of buying the original Golf 1 GTI, and the Australian Golf 2 GTI was six years late and low-spec, all GTIs since have been a feature of the local Golf lineup. The seventh-generation version that launches here on 1st October will be only slightly less attainable.

The latest VW Golf GTI is set to cost \$47,900 drive-away for a six-speed manual version or \$50,700 drive-away for a GTI with a six-speed DSG dual-clutch auto.

With a starting RRP of \$40,490 for the previous five-door VW Golf GTI, and Volkswagen currently adding about \$1500 to the regular Golf models for drive-away pricing, it suggests the GTI 7 will be priced a few thousand dollars higher.

VW Australia, however, has added more equipment, the most notable of which is adaptive dampers that were previously a \$1500 option for owners who wanted the option to switch between a softer and firmer ride.

The new GTI will also sit on 18-inch alloy wheels rather than 17s, adds satellite navigation, and features parking sensors with optical guide and rear view camera are now standard rather than costly extras. Bluetooth connectivity is also properly integrated rather than being a dealer accessory.

Options shrink to just five items: metallic paint, bi-xenon headlights, Vienna leather upholstery, panoramic electric sunroof, and a Drive Assistance package that includes adaptive cruise control, semi-automatic parking system and low-speed automatic braking.



Other standard items of note include Sports suspension 15mm lower than regular Golfs, driver fatigue monitoring, rain-sensing wipers, leather multi-function steering wheel.

Six colours are available for the new Golf GTI. No-cost colours are red and white, while optional metallics include 'carbon steel', 'reflex silver', 'night blue' and 'deep black'.

The Golf GTI will be available in two power outputs for the first time. A 'standard' version launches on 1st October with a 2.0-litre turbo four-cylinder producing 162 kW of power and 350 Nm of torque.

Following a bit later is a Performance Pack that boosts power to 169 kW, broadens the engine's torque plateau, and quickens the GTI's 0-100 km/h acceleration run from 6.5 to

6.4 seconds. Top speed also increases by 4 km/h to a nicely round 250 km/h, the point at which all VWs become electronically speed limited.

In Australia the GTI has been the best-selling variant of the Golf in recent years, typically accounting for about a quarter of the Golf's local sales.

GTI to be 5-door only.

The all-new Volkswagen Golf GTI will be available exclusively as a five-door model in Australia, following confirmation from head office at Chullora that it has axed the three-door body style.

Volkswagen Group Australia broke the news of the three-door's discontinuation on its Facebook page while teasing the new Golf 7 GTI, which lands in local showrooms next month.



Volkswagen Australia communications general manager Karl Gehling said the decision to drop the three-door was a case of rationalising the range and an acknowledgement of the overwhelming popularity of the five-door variant.

The three-door offered GTI fans a lower entry point into the iconic hot-hatch, with its \$38,990 before on-road costs starting price undercutting the five-door by \$1500, though the three-door accounted for only about five per cent of total Australian Golf GTI sales.

The news follows reports from earlier this month that revealed the new five-door Golf GTI would cost \$47,900 driveaway in six-speed manual form and \$50,700 driveaway with the six-speed 'DSG' dual-clutch automatic.

The new pricing represents a hike of a few thousand dollars over the outgoing five-door, which costs \$40,490 as a manual and \$42,990 with the DSG (both before on-road costs).

Compensating for the price rise is a boost in the GTI's standard equipment, with the new model boasting adaptive dampers (previously a \$1500 option), 18-inch alloy wheels (up from 17s), satellite navigation, rear-view camera, parking sensors, and fully integrated Bluetooth connectivity.

The Volkswagen Golf GTI will be available in two power outputs for the first time: the standard 162 kW/350 Nm version and the 169 kW Performance Pack variant, which cuts one-tenth of a second off the base car's 0-100 km/h sprint time, stopping the clock in 6.4 sec.

Stay tuned for reviews of the all-new Golf GTI following its launch in Tasmania on October 1.

New Golf 7 R seen in YouTube clip.

The all-new Volkswagen Golf R has been seen, and heard, on the move for the first time with the release of a new clip.

Released by Volkswagen in Germany, the video shows a race track janitor 'stumble' across the new Mk7 Golf R flagship before being sprung by the German manufacturer's World Rally Championship-leading driver, Sebastien Ogier.

Ogier then proceeds to hammer the 221 kW/380 Nm turbocharged 2.0-litre four-cylinder all-wheel-drive hatch around the track, exploiting its six-speed dual-clutch transmission and ignoring its potential to use 6.9 litres of fuel per 100 km.



Sharing its powerplant with the new Audi S3, S3 Sportback and S3 sedan, the Golf R claims a 0-100 km/h best of 4.9 seconds - faster than the former two and equal to the latter.

With new U-shaped LED daytime running lights, smoked LED tail-lights and four chrome-tipped exhaust pipes, the seventh-generation Volkswagen Golf R was scheduled to make its official debut at the Frankfurt motor show before arriving in Australian showrooms in the first half of 2014.

To see the clip, go to YouTube and search for 'Golf 7 R the lucky one'.

Sebastien Ogier and his Volkswagen teammates Jari-Matti Latvala and Andreas Mikkelsen were due in Australia last month to compete in Round 10 of this year's World Rally Championship, taking place around Coffs Harbour.

e-load Up!

The Volkswagen e-load Up! has been unveiled at the recent Frankfurt motor show in Germany.

A commercial van concept based on the electric Volkswagen e-Up!, the Volkswagen e-load Up! is a city-sized delivery van that combines small dimensions, large storage capacity and zero-emission motoring.

With a fold-up passenger seat, configurable load space of over 1400 litres and exterior dimensions that see it just as long, 4 mm wider and only 1 mm taller than an Up! sedan, Volkswagen says the four-door van is just as suitable for service technicians as it is for couriers and pizza deliveries given its 306 kg load rating.



Powered by a 60 kW/210 Nm electric motor and an 18.7 kWh lithium-ion battery integrated into the floor, the Volkswagen e-load Up! claims 0-100 km/h "within 12.4 seconds" and a top speed of 130 km/h.

Able to be charged to 80 per cent of its battery capacity in 30 minutes, the all-electric van is touted as having a single-charge range of up to 160 km.

Presented as an EV concept at the show, but able to fitted with different drivetrains, Volkswagen says given the right level of demand, a commercial van based on the Volkswagen e-load Up! could be available soon.

The new e-load Up! follows the Geneva unveiling of the pure-electric light-commercial Volkswagen e-Co-Motion concept.

New turbo VR6 in development.

Volkswagen is reportedly developing a replacement for its unique VR6 powerplant, used in previous VW performance models.

Engineering sources from inside Volkswagen have reportedly disclosed plans for a new engine based on the original VR6 six-cylinder's distinctive layout.

Differing from conventional 60- or 90-degree V6 engines, the VR6 employed a narrow 15-degree angle for its cylinder banks designed to ensure more compact dimensions. It was basically a 'staggered' in-line six, with just one cylinder head covering both cylinder banks. The name 'VR6' actually means 'Vee Reihenmotor' - vee inline in German.



VW first debuted the VR6 for the Corrado sports coupe and Passat saloon in 1991, in capacities of 2.8 and 2.9 litres, and in 1992 in the Golf 3 and Vento Syncro. In 1997 one cylinder was lopped off to make the V5 used in the Bora. A 24-valve version of the VR6 appeared in 1999.

In larger 3.2- and 3.6-litre capacities respectively, the naturally aspirated 24V VR6 was used to power the 177 kW/320 Nm Golf 4 R32, and 184 kW/320 Nm Golf 5 R32, and the 220 kW/350 Nm Passat R36.

The VR6 engine also saw use in the VW New Beetle RSI, Passat CC, Touran, Sharan, Touareg, Phaeton and Transporter. Other VW Group vehicles such as the Audi A3, Q7 and TT, the SEAT Leon, Skoda Superb and Porsche Cayenne, have also used the VW VR6 engine. Apart from the Bora's V5, the VR6 also formed the basis of the W8, W12 and W16 engines used in VW's Lamborghini, Bentley and Bugatti divisions.

In 2013 the 3.2 and 3.6-litre VR6 engines are still available in some European VW models, although the Passat CC is now the only Australian model to still feature it.

According to the recent report, under the eye of Volkswagen's new engine development head, former Mercedes-Benz AMG engine developer Fritz Eichler, the new engine will not only feature a 3.0-litre capacity and the 15-degree cylinder bank angle, it is also to be turbocharged.

A twin-turbo setup has been proposed, similar to the engine used in the wild Volkswagen Golf GTI Design Vision concept seen at this year's Worthersee tuning meet in Austria.

Though the concept car's transversely mounted engine produced 370 kW and 560 Nm - up 208 kW and 210 Nm on the Golf 7 GTI's turbocharged 2.0-litre four-cylinder - expectation is for a tamer production version with outputs in the region of 250 kW to 330 kW.

If the VR6 replacement reaches production, it's anticipated to power a range of larger Volkswagen models, potentially including the next-gen Passat and Passat CC, a production version of the CrossBlue concept, and perhaps even a successor to the Scirocco.

Sport quattro concept.

The Audi Sport quattro concept is another preview of a possible modern-day successor to the German brand's famous all-wheel-drive coupe of the 1980s.

The 2013 Audi Sport quattro concept pays homage to the short wheelbase Sport quattro model of 1983 that served the basis of the quattro Group B rally car. The 1983 Sport quattro featured a wheelbase shortened by 320 mm and a carbon/Kevlar body, and a 20v DOHC version of the Ur



quattro's five-cylinder turbo engine, reduced from 2144cc to 2133cc for homologation reasons. Power was increased from 147 kW to 225 kW, and 330 kW for the first race versions. By 1985 the Sport quattro S1 was producing over 375 kW, and in 1986, the last year Audi competed in Group B, over 440 kW. The legendary Sport quattro was the most powerful production-based rally car ever.

Plug-in drivetrain rather than Quattro technology makes the headlines this time, however, with the new concept boasting impressive performance and efficiency in equal measure.

Unlike the original's in-line turbo five, the 2013 Audi Sport quattro combines a 4.0-litre twin-turbo V8 engine with an electric motor to create system outputs of 515 kW of power and 880 Nm of torque.



This brings an acceleration figure of 3.7 seconds for the 0-100 km/h run and a top speed of 305 km/h, though the quattro concept uses just 2.5 litres of fuel per 100 km and emits only 59 grams of CO₂ per kilometre.

Fuel economy is additionally aided by cylinder deactivation that effectively reduces the model to being a four-cylinder on light throttle, and stop-start.

An eight-speed 'tiptronic' automatic transmission puts power to the road via all four wheels, while the Audi Sport quattro concept also features a sport differential on the rear axle to vary torque distribution between the back wheels.

The Sport quattro features three driving modes. EV mode enables the car to travel up to 50 km using only the 110 kW/400 Nm electric motor that's powered by a lithium-ion battery.

Hybrid mode combines the 412 kW/700 Nm V8 with the electric motor and can use the satellite navigation to calculate the most efficient use of the two motors for a particular route. A Hold/Charge function also allows drivers to store up extra battery charge for later use.



To extract maximum performance from the Audi Sport quattro, a Sport mode ensures the V8 is constantly supported by electric boost.

Audi has constructed the concept from a variety of lightweight materials inside and out, though the 4.6m-long Sport quattro still weighs 1850 kg. The bonnet, roof and rear hatch are made from carbon fibre-reinforced polymer (CFRP) and aluminium is used for the doors and front quarter panels.

The driver-focused interior includes racing-style bucket seats, a 2+2 seating layout, a slim dash featuring an embossed 'quattro' logo, and a digital instrument cluster.

The multi-function steering wheel of the Audi Sport quattro points to future steering wheels for the company's models, and takes a cue from Ferrari by including key buttons such as engine start/stop. The quattro steering wheel also includes Drive Select, S(port) and EV mode buttons.

The latest concept was previewed in leaked sketches makes a number of visual nods to the original Quattro models, including the shape of the rear pillars, rectangular double headlights, rectangular tail-lights and 'blisters' on the front quarter panels. Contemporary Audi design cues are also prominent, however - not least in the large hexagonal grille.

The Audi Sport quattro concept debuted at the 2013 Frankfurt motor show, with a production model tipped for around 2016.

VW e-Golf.

The Volkswagen e-Golf has made its word debut at the recent Frankfurt motor show in Germany, with the electric production car promising a range of 190 km.

Powered by an 85 kW/270 Nm electric motor teamed with a 24.2kWh lithium-ion battery, the front-wheel-drive Volkswagen e-Golf claims 0-100 km/h in 10.4 seconds and a top speed electronically limited to 140 km/h.

The Golf EV's range of 190 km is nine kilometres short of the best figures claimed for the newly updated Nissan Leaf.

Volkswagen says two efficient driving modes - Eco and Eco+ - and four regenerative braking modes - D1, D2, D3 and B - help to extend the e-Golf's maximum driving range.

According to the manufacturer, the e-Golf can be charged to 80 per cent of capacity in around 30 minutes via a direct current charging station.

Including Volkswagen's first-time use of LED headlights, the e-Golf will come standard with LED daytime running lights, climate control, a radio-navigation system and

a heated windscreen. The electric model is also differentiated by a unique front bumper, a new wheel design and a thin blue strip running the width of the front grille and into the headlights - mirroring the red strip of the Golf GTI.

Joining the Golf-based electric car in Frankfurt will also be the Volkswagen e-Up!, first seen in March this year at the brand's annual press and investor conference held at the German car maker's headquarters in Wolfsburg.



The four-seat e-Up! pairs an electric motor with an 18.7 kWh lithium-ion battery for a total output of 60kW and 210Nm. It claims 0-100km/h in 12.4 seconds, a top speed of 130km/h and a single-charge range of 160km.

Volkswagen is yet to announce release dates of the two production EVs, saying only that it has already sketched out a schedule for the future of its alternative drive systems, including hybrid, electric and hydrogen-based systems, with realistic timelines for model introductions planned.

Luddenham Raceway approved.

Luddenham Raceway, a brand new motorsport facility planned for Sydney's west, has been given the green light and is set to open its gates in 2014.

Officially approved on 29 August, Luddenham Raceway will be located between Penrith and Liverpool in New South Wales. Its main attraction will be a 1.25 km racetrack featuring significant elevation changes as well as state of the art timing and lighting systems.

Simo Vukmirica, a key figure in the project's development, said the facility has also been endorsed by the Confederation of Australian Motorsport (CAMS).

Along with the main track - intended to be used for car club track days, time attack events and driver training activities - the complex is to house a 600 m outdoor go-kart track and paintball facilities.

"Currently we are getting our construction certificate, then our engineering drawings will be completed... then we send out the tenders," Vukmirica said.

"We are aiming for a March/April 2014 opening, depending on weather."





With Luddenham Raceway to be positioned on a 100-acre property - home to an established olive grove - not far from the M4, M5 and M7 motorways, it will give motoring enthusiasts an alternative to Sydney Motorsport Park, located around 20-25 km away, and a potential replacement for Oran Park Raceway that closed in 2010.

Vukmirica emphasised the group's intention for building the facility saying, "Driver safety training and instilling good driving practices in the young folk in our community is very important to Luddenham Raceway."

VW XL Ducati Sport.

A track-only concept version of the super-efficient Volkswagen XL1 powered by an engine borrowed from a Ducati motorbike has been revealed by the brand's chairman.

European media reports VW board chairman Ferdinand Piech revealed the Volkswagen XL1-based concept during a lecture at the Vienna University of Technology, where the Austrian is associated with the faculty of Mechanical and Industrial Engineering.



Dubbed Project XL Sport, the concept is not only visually different from the diesel plug-in hybrid unveiled at this year's Geneva motor show, featuring Volkswagen Motorsport livery, a racing body kit, wide guards, a vented bonnet and large alloy wheels, it's also powered by a 1200cc V-twin from a Ducati Panigale that produces 140 kW at 10,750rpm and 124 Nm at 9000rpm.

By jettisoning the production car's drive unit and associated electrical system, the concept would be expected to weigh even less than the standard XL1's already impressive 795 kg.

It's unlikely to match the 800cc two-cylinder turbo-diesel-based hybrid's claimed fuel consumption figure of 0.9 L/100 km. But the Ducati-powered XL Sport would no doubt

better its sibling's 12.7 second 0-100 km/h time and electronically limited 160 km/h top speed.

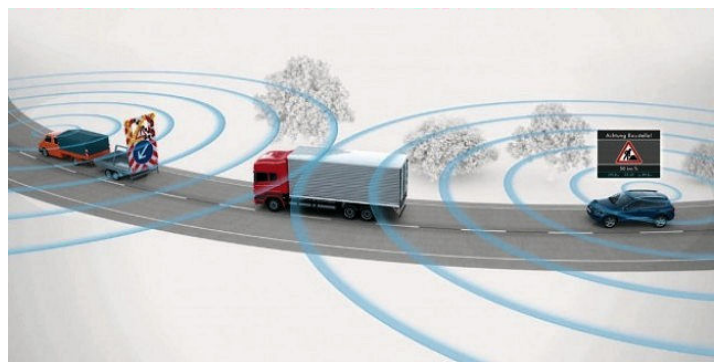
Though a Ducati engine might initially seem like a strange choice for a Volkswagen passenger car, the Volkswagen Group, acquired the Italian marque in April 2012 and it is under the control of VW's Audi division.

No plans for the model have been officially announced, with the concept more likely to remain that way for students and fans to contemplate.

VW Vision Zero.

Volkswagen has devised a strategy to reduce the number of accidents involving its cars in the future.

The plan, dubbed 'Vision Zero', will see Volkswagen's passenger car range adopt a number of technologies designed to protect passengers and pedestrians.



Volkswagen says it will focus on measures that improve a driver's perception of their vehicle's surroundings, as well as their ability to negotiate challenging traffic situations. It will also implement emergency brake technology that will be applied when drivers do not react to pedestrians.

Volkswagen has indicated it is developing autonomous driving technologies, which would allow their cars to steer themselves and come to a complete stop if they detect a driver is suffering from a medical emergency. Further self-driving technologies would include park assist systems than not only aid in parking, but also help drivers exit from narrow spaces.

According to Volkswagen, these areas of development should significantly reduce the frequency and number of preventable accidents and serious injuries by improving the safety of vehicle occupants and road users.

Volkswagen's newly announced Vision Zero strategy has similarly with Volvo's 'Vision 2020' plan, in place since 2008. That plan goes beyond merely reducing the number of injuries and accidents, and seeks to have "no one killed or injured in a new Volvo by 2020".

Volvo has identified several areas in which the greatest safety gains can be made. Cars must manage their speed and distance from other road users with adaptive support systems for drivers; they must remind drivers to wear seatbelts; and they should employ alcohol interlocks that inhibit intoxicated drivers from driving.

Worryingly for some car enthusiasts, Volvo also says there is a need to limit the performance of vehicles before drivers, passengers and pedestrians can be completely safe.

VW Polo WRC wins Rally Australia.

With six outright wins from nine rallies so far, and only four rounds of the 2013 World Rally Championship (WRC) left to go, Rally Australia presented Volkswagen Motorsport with the opportunity to not only secure its number one driver his maiden world title in the team's inaugural year, but also the team's first-ever constructor's crown.



Volkswagen first debuted in the sport in 1978 in the lower production car categories with the Golf GTI. VW's Audi division famously won two Manufacturers World Championships and two Drivers Championships (Hannu Mikkola and Stig Blomqvist) in the early 1980s with the legendary Audi quattro rally car. Audi ended its participation in 1986, and VW ended WRC-2 involvement in 1990. VW's Seat and Skoda divisions have since participated in WRC-2. For VW's return to top-spec rallying, the fully supported and factory-backed Volkswagen Motorsport team began its development of the Volkswagen Polo R WRC car back in 2011.

With the help of two-time WRC champion and 2010 Dakar winner, Carlos Sainz, and his former co-driver Luis Moya, Volkswagen was eyeing a competitive debut on the 2013 season, with aspirations of eventually challenging for the championship in 2015.

Volkswagen Motorsport team principal and Volkswagen AG director of motorsport Jost Capito said Volkswagen and the WRC were a perfect match.

"I think it was a natural step from the Dakar for [Volkswagen] to go into a championship that has more than one event and also in a championship where you deal with production cars," Capito said.

The former director of global performance vehicles and motorsport business development at Ford, Capito joined Volkswagen Motorsport in 2012.

"WRC [also] offers them to go everywhere in the world to go to all kinds of roads that the customers use globally."

Entering the 2013 season with a three-car team, Volkswagen Motorsport had signed Norwegian Andreas Mikkelsen and his Irish co-driver Paul Nagle, Finnish ex-Ford pair, Jari-Matti Latvala and Miikka Anttila, and French duo Sebastien Ogier and Julien Ingrassia.

With nine-time world champion Sebastien Loeb not competing full-time for the Citroen Total Abu Dhabi World Rally Team following his 2012 retirement, the title door had



been left wide open. His departure leaving experienced drivers such as Citroen's Mikko Hirvonen and those newer to the premier class such as Ogier and 25-year-old Belgian Thierry Neuville – driving for the Qatar M-Sport World Rally Team – to battle it out.

Arriving in Australia ahead of Thursday's qualifying and opening two special stages, Ogier was leading the world championship by 75 points ahead of Neuville and Latvala. Hirvonen was in fifth on 88 points behind his Citroen team mate Spaniard Dani Sordo. Sordo was replaced for Rally Australia by Brit Kris Meeke, after a poor showing in Rally Finland – a round deemed to have similar style roads to ours.

The standings brought into light the possibility that Ogier could very well put himself, and Volkswagen, in an unbeatable position ahead of the final three rounds in France, Spain and Great Britain.

"You could never expect the first year having that success," said Capito. "That is unreal. [The] original plan [was] to build up to fight for the championship in 2015."

In a position many long-standing teams would envy and any other first-year team would struggle to believe, the mood around the Volkswagen Motorsport service area located in Coffs Harbour was one of calm confidence. Smiles, jokes, laughing and pats on the back all openly expressed, accompanied by methodical organisation and planning in the background.

From drivers' diets to cars' engine mapping, everything is tracked and monitored. There were even four



GoPro cameras in the vehicle service area to record each time-critical service.

Returning to Coffs Harbour in New South Wales after 2011's inaugural hosting of the event, Rally Australia has been on the WRC calendar since 1989. Originating in Perth, where it stayed based for 17 years, Rally Australia traditionally alternates with Rally New Zealand. It had also been won the last three times by Citroen's Mikko Hirvonen.



This year's event was comprised of four-days, 352.36 km of competitive driving broken into 22 stages, and 580.41 km worth of transport stages.

A strong start by the Volkswagen Motorsport team on Thursday resulted in Rally Australia debutant Andreas Mikkelsen taking out Stage 1 and Ogier claiming Stage 2. Both stages were completed under lights around a 1.6 km Super Special Stage in the heart of Coffs Harbour. Requiring two cars to be run simultaneously, starting from opposite sides of a former velodrome oval, the unique stage takes in sections of surrounding streets and includes both tarmac and gravel surfaces.

Friday was made up of eight stages including a morning and afternoon run through the 8.44km Tuckers Nob, 10.72 km Bellingen and 24.91 km Newry stages. The evening saw two more runs through the Coffs Super Special Stage.

Ogier took out Stages 3 to 9, Latvala top honours in Stage 10. The Frenchman's early consistency put him 20 seconds ahead of Hirvonen and 38.1 seconds clear of Neuville in third.

"A great day," Ogier said. "And [we] are very pleased with the result. Two long days to go so nothing is done."

Long indeed. Saturday saw drivers and co-drivers cover the monster 49.90 km Nambucca Stage twice over the day, the 14.84 km Valla Stage twice and 257.40 km worth of transport stages along the way. Coffs' lit up Super Special Stage then, yet again, hosted two runs to complete the competitors' 390.08 km day.

In a commanding display of skill and boldness, Ogier dominated the day winning every stage – 11 to 16 – and extending his lead over Hirvonen and Neuville by 45.9 sec and 1 min 11.4 sec respectively.

"We are very happy," Ogier said. "Up to now the rally has been perfect for us."

Things were not so positive for the Citroen Total Abu Dhabi World Rally Team with Kris Meeke leaving the road 20 km into Stage 13 (Nambucca II) and rolling his DS3 seven times.

"I went into a second gear corner and I arrived 5 or 10 km/h too fast," Meeke explained. "I thought I'd got away with it, but the car just slipped off the road. It nearly stopped, but unfortunately there was a very steep bank down into a field and it just kept tumbling.

"A very slow accident, but hey, an accident is an accident – the same result unfortunately."

Meeke and his Irish co-driver Chris Patterson were in fourth position behind Neuville going into the stage, with both under clear instructions from Citroen to simply finish the rally and not fight for a victory. Neither driver was injured in the crash and, thanks to the team's mechanics working for 2 hrs 50 min overnight, Meeke's car was repaired and ready to compete again by Sunday morning.

The final day of competition began with the 10.89 km Bucca stage followed by Wedding Bells (22.24 km) and Shipmans (29.44 km). All three were then repeated in the afternoon to complete the rally, with Shipmans II dubbed a 'Power Stage' offering bonus points to the first- and second-fastest drivers.

Mikko Hirvonen claimed his first stage win of the rally on Stage 17 (Bucca I), breaking Ogier's six-stage winning streak by 0.1 of a second.



"It was okay – there were no problems," said the Finn.

Conscious of being only five stages away from securing his maiden world title, Ogier remained focused saying, "There are a lot of kilometres to go so we have to stay cool."

While many drivers entered the final five stages in survival mode, Ogier continued to push and asserted his authority on the rally once again taking out Stages 18 to 21.

Going into Sunday's final Power Stage, Ogier led the rally by 1 min 04.1 sec ahead of Hirvonen, with a 1 min 29.3 sec gap back to Neuville in third place in his Ford Fiesta RS.

By the end of Shipmans II, Ogier had stretched his lead to 1 min 32.1 sec over second place, claiming the Rally Australia win. Due to a punctured rear left tyre on his Citroen, however, Hirvonen was leap-frogged on the stage by Neuville, earning the Belgian bonus championship points. The result left Ogier one point short of securing his first world title with three rounds of the 2013 WRC season to go.

"We did the job," said Ogier. "It was a perfect rally for us and for the team – good points for the manufacturer title too."



“We missed by one point because Mikko had a problem – oh well. What can I do? I just did my best and mathematically one point – so we’ll get that soon.

“I’m looking forward to my home rally and the fans in France. I want to clinch the title there by winning and take my Volkswagen team a big step closer to winning the manufacturers’ championship.”

After thanking his Qatar M-Sport World Rally Team, Thierry Neuville congratulated Ogier saying, “Seb – he deserves this title.”

The weekend over, Ogier now leads Neuville by 83 points in the drivers’ championship, with Latvala still in third position on 110 points. In 10th place, on 34 points, is Mikkelsen.

The battle for the manufacturer’s title is a closer affair, with Volkswagen Motorsport ahead of Citroen Total Abu Dhabi World Rally Team by 48 points.

Despite Volkswagen Motorsport’s WRC program only having approval until 2015, team principal Jost Capito said it’s not a short-term engagement for the German brand.

“The investment is quite significant, so you don’t invest it for a year or two.”



With Ogier being specifically told by Capito after Rally Australia to “go for it”; Neuville keen to finish his season strong; Loeb returning for his final WRC round after competing in Monte-Carlo, Sweden and Argentina this year – winning both the former and the latter; and Volkswagen about

to win its first World Rally Championship – October’s Rally France will be one to watch whether you’re a long-time WRC fan or not.

Rally France will be held in Strasbourg over 4-6 October. Rally Catalunya in Spain follows over 25-27 October, and finally the Welsh Rally over 14-17 November. Stay tuned!

Adios Vocho Verde.

Mexico City’s rattling emblem is making its final rounds. Due to more stringent noise and pollution rules, the state is retiring its famous Volkswagen Beetle taxis.



The Belgian photographer Evy Raes has been travelling many times to Mexico for the last 11 years. She spent her first driving classes in Mexico City, in a black VW Beetle. Two years later she travelled daily by a green Beetle taxi to do office for her internship in the capital.

During a trip in 2008 the photographer discovered that the Mexican government planned to abandon the ‘Vocho Verde’ (slang for the green beetle taxi). Every time the photographer visited Mexico City she felt like the green Beetle taxi’s welcomed her with a bright smile. She wanted to do something to keep this image.



She spent a whole month in 2009 hunting for the green cars, stumbling upon a few painted in the new colours red-gold. One month later all the taxis were painted in ‘Angelitos’, the new word for these cheap taxis, referring to the angels painted on the side of the car. In 2012 no more VW Beetle taxis were allowed by the Mexican government.



The clock is ticking. Red. Forty seconds. She doesn't have much time. Only when the traffic lights are red at the huge intersection where 32 lanes of traffic flow can she give someone unknown a face. "Puedo sacar un foto?" – "May I take a photo?" Her assistant tugs at his shirt for the fiftieth time today. On the left and right sides, street hawkers push into the picture, selling the drivers oranges, 'cleaning' the windscreens with dirty cloths, juggling to entertain people.

"Sure," says the unknown driver with an eye on his hundred thousand kilometres and two passengers in the rear. Click. Green.

Without a passenger seat, but with a TV and lots of heart: the inside of a Vocho taxi is a world unto itself.

The Vocho taxi is the only classless mode of transport in Mexico: simply everyone uses it.

Silence? It has never existed in Mexico City. Since 1971 – when the Volkswagen Beetle became the official taxi – the purring and rattling of the air-cooled boxer engines has echoed day and night along the avenues and highways. A cauldron of noise, encircled by the Periférico ring road. 120,000 Vocho taxis – the term combines Volkswagen and the Spanish for car (coche) – have been there at peak times. So they say. No one knows exactly.

Why the Vocho Verde? Why make a taxi out of a car



with two doors? A car in which the owner first removes the passenger seat in order to create space for legs and luggage. Space in the back seat for four or five people sometimes. It definitely gets cramped quickly inside the vehicle – yet there is still enough room for all the adventures in the world. Its simplicity, in particular, is one of the reasons for its success, says Raes. Every taxi driver has tools to hand; at least a screwdriver is always within reach. And repairs are sometimes performed right by the side of the road.



Off the street, out of mind?

No Mexican has not used a Vocho at least once in his life, says photographer Raes. It has been a cultural asset, an icon, creator of identity, shaping Mexico. As well as the photographer's life: over a period of ten years she frequently accompanied taxi drivers. At the end of the 'Vocho Verde' era, Raes started a project in which she duly paid homage and



bid farewell: First of all she gathered questions about Mexico from children in Belgium. And then she set off on a 10,000-kilometre tour through the country in a green and white painted Volkswagen beetle to answer these questions in her blog. Her faithful companion from that time, 'Pablo the Beetle', is now driving through Belgium.

www.vochoverde.com

ACT German Auto Display 2013.

German Auto Display is a large carshow run in the ACT around September each year. It involves all German marques and is the highlight for the Canberra Chapter members.



On Saturday 21 Sept, we ran our VW cruise, which traditionally brings together cars of all models, for a local cruise around Canberra. This year was the same, with around 36 cars weaving through town and finishing at the Cotter Dam picnic area. We had a great photo opportunity on Anzac Parade before heading into the hills on the way to the Dam.

The show itself was run on Sunday 22 Sept. Whilst the event had been slated for the lawns of Old Parliament House this year, rain earlier in the week meant that the venue was changed only 2 days before the event – a risk when running a carshow in the ACT. It seems the word got out OK as we had around 97 cars arrive for the show.

Lennock Volkswagen put on another large display this year, with 8 cars lined up, including an Up! in Herbie livery, which looked excellent. We also had 6 Amaroks on show, and a special Type 3 section to commemorate the 50th anniversary of the model (they were first sold in Australia in 1963).



All of the usual models were lined up as well, including Golfs, Polos, Beetles and Kombis. There were a handful of other's – three T5 Transporters, a Karmann Ghia, Manx, Passat, Tiguan; you get the idea. We had a great collection of cars on the day.

We changed our trophy system this year, utilising a 'People's Choice' voting procedure, and incorporating awards only for 'Best Water-Cooled' and 'Best Air-Cooled'. These trophies were made by a few of our members (Mandy / Chris



/ Simon) and looked great. The award for Best Water-Cooled went to one of our members - Bec for her Scirocco. Best Air-Cooled went to Jenny and Mark from the Shoalhaven area, with their Karmann Ghia. The Ghia also took out the best VW on the day, as judged by the carshow committee. Congratulations to our trophy winners! A reduction in trophies this year meant the entry fee for 2013 was less than previous years.

A raffle was organised this year by Matt from the Amarak group, and this fundraiser brought in an extra \$2000 that went to the charity of the day. Well done for the idea and the time to follow through with it – they were extremely impressed with the result.



A show can't be run without helpers and sponsors. We had some great marshals on the day, as well as helpers in the tent and in the field. Thanks to all of the VW people who helped, volunteering takes time from your day, but is very appreciated by everyone as a whole.

I'd like to send a 'thumbs up' to Aaron and Raymond from Sydney, who came along for the show but helped me greatly. Aaron volunteered early as a marshal and spent much of his day rallying cars, and Raymond helped us with membership 'stuff' and queries.

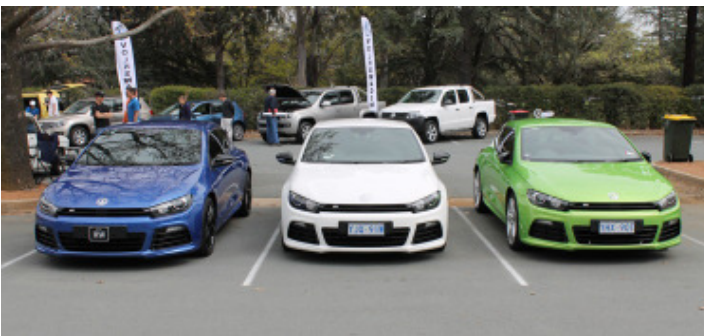
Our sponsors for this year were Lennock Volkswagen (Phillip ACT), who have backed us now for a number of years, and as mentioned earlier put on a great display of cars for the show. We were also sponsored this year by Beetle Exchange (Fyshwick) and Canberra VW Centre (Belconnen). Thanks to our sponsors for their commitment and for helping us for the 2013 show. Please consider these businesses when

you are looking for VW services locally. And of course, thanks for the assistance from Club VeeDub itself.

We had cars this year from Sydney, Melbourne, Shoalhaven, Riverina, Forbes and Newcastle, just to name a few areas.

2013 German Auto Display – thanks to everyone that assisted, please enjoy some of the photos from the event.

Bruce





Burwood Spring Festival 2013.

Spring time means warm sunny weather, and lots of car shows on – one almost every weekend if you are keen. Sunday 22nd September was the day for the Burwood Spring Festival at Burwood Park, which includes a classic car display that we have featured in for several years now. Unfortunately though it clashed with the ACT All Germany Day on the same day.

Due to space constraints it was necessary to pre-book with Rhonda Sclanders (Burwood Council), She has been organising the car show part of the festival for many years but this would be her last year. On arrival there was also a \$10 entry fee, to cover judging and trophies.

Cars had to be in place before 9am, but we knew from experience that around 7:30am was better. I packed a sleepy Lily into the Kombi and we headed to Burwood, arriving at 7:20. We were about the fourth car, and the first Volkswagen, to arrive. We were marshalled to a prime spot, with space for another half-dozen VWs that we expected to arrive.



Show cars were starting to arrive as we got set up, and soon we had an MG and a gaggle of Holdens parked next to

us. Jeff arrived in his Superbug, and was sent to the end of the row away from us. Joe arrived in his Camper and was parked directly opposite us, so Jeff was then able to move down next to Joe. Tony arrived in his beautiful green '67 Beetle, and finally Peter in his blue Oval. That made five VWs altogether.

The Burwood Spring Festival featured lots of fun family activities on the leafy Burwood Park. There were several dozen food stalls, selling everything from little pizzas to corn on a stick, potato spirals, nasi goreng, sugar cane juice, BBQ sausage rolls, churros and crepes, but they were still setting up when we went for our first walk.

Lily played on the swings in the revamped kids play area for a little while, then we needed to have a

toilet break and wash our hands. The numerous portaloos were available and were still clean early on, but instead we walked over to Westfield across the road. I also needed to find an ATM.

On the way back we looked at the radio-controlled model boats that were gliding around the little lake. There were a couple of small hydroplanes zooming about, but some of the larger models sitting on the stands looked very impressive. Lily recognised a 1-metre model of the Titanic from its four funnels.

Around the corner were pony rides, so Lily had to have a go. The cowgirls chose one of the larger brown ponies for Lily, and she was taken for one walking lap of the little track on the back of the pony. That was \$7 for less than two minutes – cha-ching!



The kids carnival rides started up about 10am, so we headed up there. They were also around \$7 a ride (ouch!), but they did have a 5-rides-for-\$25 special. The crowds were building up, so Lily went on the big clear plastic balls, the space rocket and the jungle challenge. She also tried her luck on the sideshows, and was thrilled to win a giant ladybug on the 'toss the balls into the bucket' game.

We stayed back with the cars for a while and relaxed as the day got really busy and hot, and we talked with lots of



Soon the cars were packing up and heading off – Joe had in fact left at lunch time! It's a really relaxing day and a great one to show off your classic VW and be inundated by queries from passers-by. We gave out about a dozen club membership forms.



Lily was tired after a long day so we stopped at Maccas on the way home. But this time we didn't see Ronald McDonald.

Phil Matthews

passers-by who 'used to own a VW.' Jeff shoo-ed some kids with dripping ice creams away from our VWs, while others wanted to sit inside to have their photos taken. We knew Wayne had driven his Kombi down to Canberra, but otherwise it was the same four or five Club members who go to everything.

At lunch time we wandered through the busy food stalls, then we watched the Ronald McDonald kids show for a while but thankfully is getting a bit old for that sort of thing now. As the afternoon wore on we went back to the rides for a little while, then got ready for the trophy presentation at 3pm.

Just before that, we were lucky to be standing near the stand set up by Burwood local radio, 2RDJ (FM 88.1). They had been playing '50s and '60s rock n roll as background music most of the day, but now their DJs were looking for classic car owners to talk to. Anyone nearby? Of course I stepped up, and to Lily's huge embarrassment got interviewed about VWs and our club for several minutes. That was a lot of fun.

At trophy time we didn't go home empty handed. Tony won Best '60s Classic for his green '67 – well done!



Shanes Park Car Show 2013.

On Sunday 29 September our club attended the '1st Annual' Shanes Park car show, organised by the Berkshire Park, Llandilo and Shanes Park Community Group. It was organised as a memorial to one of their committee members, Paul Grima, a GTHO Falcon enthusiast who had recently passed away.



I had to look at the street directory to see where Shanes Park is – it's near Lethbridge Park and Werrington. Jeff had sent us the flyer, which was in last month's magazine, which said to arrive from 8am. I left Padstow at 7am and even on a Sunday morning, didn't arrive until about 8:10. It was a very dusty country park, with a queue of hot Holdens and Fords waiting to get in. I could see Jeff's Superbug, Wayne's Kombi and Tony's Beetle inside waiting for me.

Once the entry queue proceeded through the gate and we paid our \$15 entry, we were marshalled to one side, in a good position near the county and western band on the flat-bed truck trailer. The wind was streaming clouds of dust over the show cars, and it smelled like the Royal Easter Show – a faint tang of manure. The VWs parked together and I set up the VW flag and the shade marquee.



The day was dry, dusty and hot and we spent most of it just sitting in the shade. It was mostly Aussie and US V8-style cars, so the Volkswagens didn't garner much interest from the spectators. We went for a wander up and down the rows of cars a few times, and the quality of cars ranged from very



good to outstanding.

I tried to get some photos but found my camera batteries had died – my Fuji Finepix just eats 4x AA batteries at a time. I had some old spares but they were also flat. Bugger. I wondered if there was a servo or convenience store nearby, so after lunch I went for a half hour walk up the street and around the block. Nothing! Hmm, Shanes Park really is in the middle of nowhere. So these photos you see here have come from the organisers' Facebook page (the only time I've ever found Facebook useful).

It was great to see Shirley turn up to say hi, although not in a Volkswagen this time. However she did spend most of the afternoon sitting in the shade with us.

The trophy presentation was at 2pm, nice an early. Tony again won a trophy for his beautiful green '67, and Wayne won one for his equally beautiful blue Kombi. I went to go pack up the marquee, and was surprised to hear my name called out – I had won a trophy for 'Best Van.' Wow, three VWs out of four won a trophy and poor Jeff was the only one to miss out!



We packed up and headed home. It was a fun day, but it would have been better with a stronger turnout of VWs. Our four looked good, but just nearby was a line-up of over a dozen Toranas. Can't we do better than that?

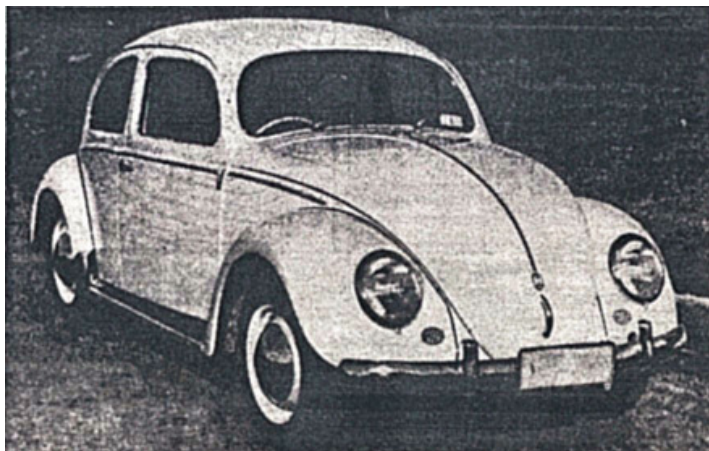
It looks like this show will be on again next year, so it would be a good opportunity to show off our VWs.

Phil Matthews

1956 Volkswagen road test.

By Stuart Griffith, B.E.

Sydney Morning Herald, 20 August 1956



Test Route

The mountainous 250-mile (403 km) route is from outer Sydney via Schofields to Penrith and over the Western Highway to Mt. Victoria and Bathurst. The return journey is via Bell, Kurrajong and Richmond.

The route includes twice climbing to 3,800 ft (1160 m), exceedingly winding roads, strenuous test hills, a little flat country and road surfaces of various types.

A circuit is also made of the Mt. Panorama racing track at Bathurst.

The Volkswagen

The Volkswagen is a five-seater car of compact overall dimensions. It is powered with an engine of moderate size, which gives more in the way of fuel economy than in road performance.

The 'VW' has been much improved since it was introduced some two years ago. Without any fundamental engineering changes, today's car is noticeably livelier to drive than were the earlier examples, and its road performance is superior in every respect.

This car is so very different from the usual run of small cars that it is not easy to make a direct comparison. The VW has some features which are not as good as the conventional car, and in some characteristics it is far superior to the latter.

Undoubtedly the most noticeable feature of the car is its very high gearing in top, which influences its whole performance. It is, in fact, geared as high as most of the powerful sports cars.

As the VW has a low-powered engine, the obvious result is that the car pulls poorly in top gear, and one is constantly using the gear lever in hilly country.

But on the open road in more level country, this VW is a delight to drive. It cruises around 60-70 m.p.h. (97-113 km/h) with the engine turning over relatively slowly and quietly, and simultaneously giving a good fuel mileage.

Oversteer

Next, one notices the steering. Today most small cars

understeer; that is, they have to be held into a corner, which is a safety feature in the hands of less-experienced drivers.

The Volkswagen, however, will oversteer without a load in the rear seat. This means that the car tends to bore more and more sharply into a curve, and has to be gently restrained. A little surprising at first, especially in a 'people's car,' but a joy to enterprising drivers, at least in dry weather!

Another unusual feature is the air-cooled engine in the rear. This location gives exceptionally easy access to the engine ancillaries, but in my opinion the advantage ceases there.

A rear engine always seems to result in the absence of a reasonable space for luggage in the case of a small car.

New features in the latest model include a redesigned petrol tank which allows slightly more luggage space under the bonnet, improved seat adjustment, and a new exhaust system.

Other unusual features and characteristics in this car are dealt with in the later sections.

Hill Climbing

It is fortunate that the VW has a gearshift second to none, for it is much in use in hilly country.

The gears used, and speeds attained, on the regular test hills were:

LAPSTONE (average grade 1 in 16, maximum 1 in 13½):

Top gear at 40-50-39 m.p.h. (64-80-63 km/h)

BODDINGTON (average 1 in 11½): Top, with third gear for half the climb, at 50-35-39 m.p.h. (80-56-63 km/h)

LETT RIVER (1 in 12, maximum 1 in 8½): Third in a comfortable, if leisurely, climb at 35-30-40 m.p.h. (56-48-64 km/h)

MT. PANORAMA (1 in 9): Third and second gears at 45-32-38 m.p.h. (72-52-61 km/h)

THE VICTORIA PASS (1 in 12½, maximum 1 in 8): Third gear was just sufficient, at 45-20-45 m.p.h. (72-32-72 km/h)

MT. TOMAH and KURRAJONG: Road closed.

The power : weight ratio is moderately good at 49.6 brake horsepower per unladen ton.

However, this power cannot, for good hill climbing, support a high gearing, which gives 20.2 m.p.h. (32.5 km/h) at 1,000 r.p.m.

In fact third gear, which gives 13½ m.p.h. (21.7 km/h) at 1,000 r.p.m., is not much lower than top gear on many another cars of this power : weight ratio.

Touring Speeds

What is lost in hill climbing in top is picked up on more level going. The car cruises quite happily around 70 m.p.h. (113 km/h), a touring speed generally associated with much more powerful cars.

It is on the open highway that the real charm of the VW is felt.

When travelling fast and easily, one forgets the disadvantages of high, gearing, and settles down to real motoring. The little car behaves admirably at speed, and cannot be overdriven even if maximum speed is held indefinitely.

At the other end of the scale one must, of course, change down from top below 30 m.p.h., (48 km/h) if prompt

response is to be held available.

The average speed over the test route was 43.5 m.p.h. (70.0 km/h). Weather was good, with rain in parts.

Acceleration

The VW takes its time when accelerating in the town driving range.

For prompt overtaking, third gear should be used up to 30 m.p.h. (48 km/h), over which one can use top.

Times for acceleration from 20 to 40 m.p.h. (32 to 64 km/h), were: third gear, 8.3s; top gear, 15.6s.

The maximum pulling power, a torque of 56 lb-ft (76 Nm), is developed at 27 m.p.h. (43 km/h) in third gear, and at 40.5 m.p.h. (65.2 km/h) in top gear.

Riding

I regard the suspension of the VW as well suited to Australia, where cars are run much of their time on poor roads.

The Volkswagen rides a trifle hard on main roads, but this is a small price to pay for the knowledge that it will take rough dirt roads without harm, and with reasonable comfort for the occupants.

Its behaviour on the stony mountain by-road was very good. The front end bottoms occasionally on vicious potholes, but the tail never pitches.

Cornering

In a car which oversteers even moderately, as does the VW, entry into corners and bends is always light and easy.

The car naturally comes with eagerness, and a gentle restraint must be exercised with the wheel. This characteristic gives a nimble feeling to the car, and if exploited by competent driving, results in very tight cornering.

The novice should drive the car through corners in a restrained manner.

The tail, with two up, will slide rather easily, but control is a simple matter. Behaviour on the skid patch was quite normal.

When the car is loaded to capacity, its oversteering tendency largely disappears, and cornering behaviour is more conventional.

Body roll is moderate, and the tyres are quieter than usual.

Steering

The steering mechanism (worm-and-sector) is very pleasant. It is light, in spite of the fact that only 2½ turns are necessary from lock to lock. It is also free from unpleasant reaction in the hands over bad roads.

The steering gear is nicely suited to the car, and contributes towards that nimble feeling which is an inherent characteristic of the Volkswagen.

A less likeable feature is a turning circle of 36ft (10.9 m), which robs the car of some of the manoeuvrability one would expect from its size.

Braking

The 'Ate' hydraulic brakes are adequate for the car, and pedal pressures are normal.

The brakes showed themselves to be free from fade under sustained use.

The handbrake is of the pull-up type disposed between the front seats. It effectively stopped the car from 30 m.p.h. (48 km/h) down the Victoria Pass (1 in 8 gradient).

Fuel Mileage

At an average speed of 43.5 m.p.h. (70 km/h) over the test route, fuel mileage was 39.7 miles per gallon (7.1 L/100 km).

This gives 34.7 ton-miles per gallon in the loaded condition, a satisfactory figure.

The fuel-speed factor (ton-m.p.g. x average speed) is 1,510. The fuel tank gives a fast cruising range of approximately 350 miles (563 km).

Engineering

The Volkswagen, of course, is one of the most interesting of the small from a technical viewpoint, because its design is completely unorthodox and quite unique.

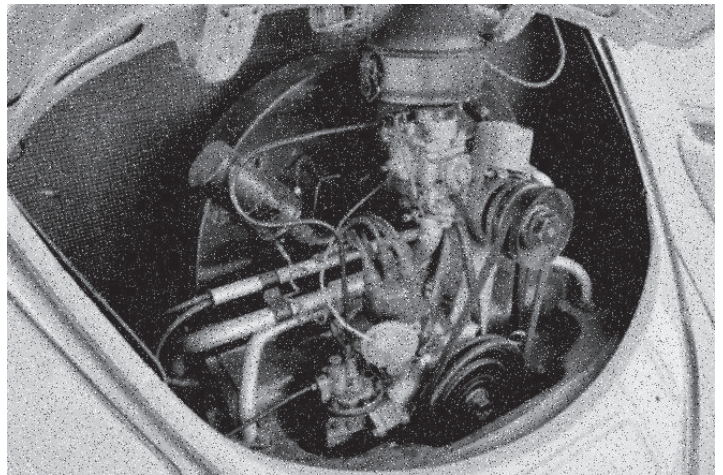
The car is formed about a tubular backbone and an integrally formed wide steel platform, which constitutes the floor.

To the front of this exceptionally rigid structure there is attached the front suspension and steering, and to the rear is the engine, transmission, and rear suspension.

The engine is a flat-four (twin-opposed), and is air cooled by a very efficient centrifugal fan, which is thermostatically controlled according to the head temperature.

The heated air is used to warm the interior of the car, when so required.

The engine has a bore and stroke of 77 x 64 mm (over-square), and its maximum speed is deliberately restrained by small induction pipes and by the high top gearing.



Power output is only moderate at 29.4 b.h.p. per litre, with a compression ratio of 6.6 to 1 which is, of course, unnecessarily low for present fuels.

A somewhat small oil-bath air-cleaner is fitted to the Solex carburettor. No external oil filter is fitted.

The petrol tank is of gravity type located under the front bonnet and it is fitted with a small sediment bowl. The battery is under the rear seat.

Access to the engine ancillaries is, of course, particularly good.

The removal of the cylinder head requires removal of the engine from the car, which operation is, I am told, quick and simple where the necessary cradle is available.

The engine is disposed well behind the rear hubs and its long transmission casing extends forward within a fork of the backbone.

Drive to the rear wheels is by swing axles extending from the transmission housing.

The gearshift is a short floor lever, having a perfect synchromesh which allows snatch changes in either direction. In fact clutchless changes are not difficult.

The gearbox is all-in-direct and the overall ratios are: top 3.6, third 5.4. and second gear 8.3 to 1.

The engine, and particularly the fan, are noisy by present day standards.

However, engine, noise is not too noticeable when travelling in the car. Third gear, on the other hand, always makes itself heard.

Front suspension is by a pair of trailing arms which support each king-pin. They are mounted on transverse torsion bars.

The outer end of each swing axle is supported by a long trailing arm, similarly mounted on a transverse torsion bar. Telescopic shock absorbers are used for all wheels.

Body

Individual seats are used in the front compartment, each being 19½in (49.5 cm) wide, and having squabs adjustable for inclination.

The rear seat is 51in (129.5 cm) wide, and access to it is through the single door on either side, after the front squab has been folded forward.

Leg-room in either seat is not generous, but the seating position is rather upright and there is ample head-room. The seats themselves give average comfort.

There is no provision whatever for cold air ventilation to the front floor, but this is not as necessary as it would be in a front-engine car.

Engine heat can be fed to either side of the front floor, and it is sufficient to warm the interior if the windows are kept closed.

The pedals are located too close together for ease of operation, and they are set too high for comfort.

Ventilating panels are provided in the front windows, but the rear quarter-lights are fixed. The rear window is, on account of the rear engine, quite small and located high in the body.

There is only a small glove-box in the fascia and a flat pocket on the drivers door. Accommodation for small items is

therefore somewhat limited.

Luggage can be stowed only in a confined space behind the petrol tank under the front bonnet, and in a well behind the rear seat, each of which would take a large suitcase. The total luggage accommodation is approximately seven cubic feet (198 litres).

The speedometer is the only instrument fitted, and one certainly misses a fuel gauge. However, there is a petrol reserve cock which retains 1¼ gallons (5.7 L) against an emergency.

Tiny Warning lights are provided for generator, oil pressure and high-beam. The semaphore trafficators have a prominent warning light, but they are not self-cancelling.

Summary

The Volkswagen is an unconventional motor car, and it has some features which appeal, and others which will not always be approved.

Although it is a 'people's car', it is in my opinion one car which will appeal more to the good driver than to the novice. I refer to such features as a high top gear, a moderate oversteering tendency, and firm riding.

It can, however, be driven and enjoyed by anyone who is prepared to study the technique of so doing. It is the type of owner who becomes enthusiastic about this little car when he has learnt to exploit its characteristics to the full.

The VW is made for hard usage, and its engine can be operated indefinitely at full throttle.

Bad roads will present no problem to this car, and it is consequently suited to permanent country use in the flatter districts.

In city driving it is nimble, but one must spend most of the time in the lower gears.

The car tested was made available by the distributors, Lanock Motors Ltd.

About This Car

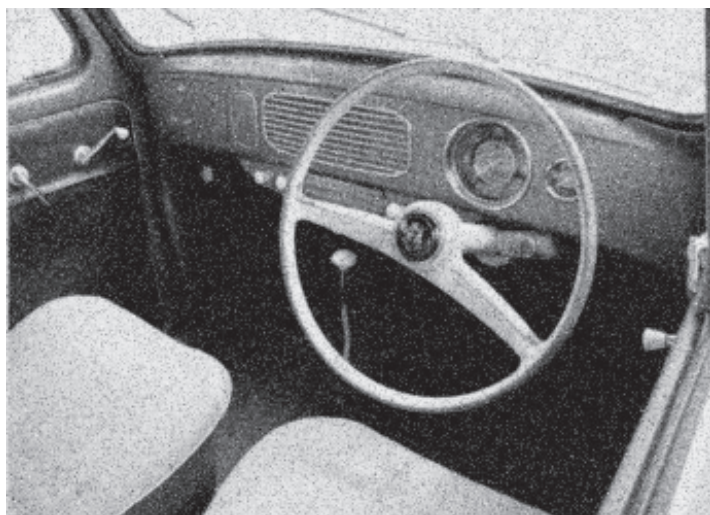
PRICE: £972 (incl. sales tax).

SIZE: Five-seater, small luggage space. Wheelbase, 7ft 10½ in (240 cm); overall length, 13ft 4in (406 cm); track, 51 and 49 in (129.5 and 124.5 cm); unladen touring weight, 14½ cwt (736 kg); laden weight as tested, 17½ cwt (889 kg); ground clearance, 6½in (16.5 cm); tyres, 5.60 x 15in; fuel tank, 8¾ gallons (39.7 L).

ENGINE AND CHASSIS: 'Flat' four-cylinder air cooled engine at rear, overhead valves. Capacity, 1.2 litres; maximum power, 36 brake horsepower gross (R.A.C. rating, 14.7 h.p.); four-speed gearbox; separate chassis frame.

FUEL CONSUMPTION AND AVERAGE SPEED: 39.7 miles per gallon (7.1 L/100 km) at an average speed of 43.5 m.p.h. (70 km/h) over mountain route.

MAXIMUM SPEEDS: Top gear, 69 m.p.h. (111 km/h); third gear, 61 m.p.h. (98 km/h); second gear, 46 m.p.h. (74 km)



Caddy 4Motion.

In 2011 Volkswagen Group Australia launched an all-new addition to their highly successful Caddy line-up of vans and people movers, called the Caddy 4Motion. Let's take a look.

'4Motion' is 'Volkswagen speak' for all-wheel drive, and it's standard fit on both the Caddy Maxi Life and Caddy Maxi Van model variants. Up until 2001 VW used the 'syncro' name for all-wheel-drive, but these older systems were made by Steyr-Puch under contract to VW. Today, all VW AWD systems are now made-in house, and so the name was changed to 4Motion. It's also important to realise that '4Motion' simply designates that the VW vehicle has an AWD system – it doesn't refer to any particular design. In fact VW makes several different AWD systems across their range and ALL are called '4Motion'.



I was at the Australian launch of the vehicle a couple of years ago, which included a test drive program from Albury/Wodonga to Falls Creek and back. Plenty of time to get to know the all-wheel drive Caddy and what is a first time offering in the light commercial segment.

First up was the Caddy Maxi Life. Its full model description is the TDI320 Caddy Maxi Life Comfortline 4Motion. It might have started out in life as a compact commercial van, but in this guise, it's a highly accomplished seven-seat people mover with a crazy amount of space and impeccable road manners.

Despite the total absence of any soft touch materials (besides the seats and headliner) there's a premium feel to the cockpit of the Caddy, which also extends across to the stripped out Maxi Van. It's a combination of all-black plastics that are nicely patterned and a highly functional console and switchgear layout, including the oversize air conditioning vents (and plenty of them) and a thick-rimmed three-spoke sports-style steering wheel donated from the Golf.

The fabric-upholstered seats (from the Volkswagen Polo) are superbly comfortable, even after a few hours behind the wheel. There's plenty of side bolster too, which keeps your torso firmly in place so as you can properly enjoy the unusually good on road dynamics the Caddy Maxi Life is blessed with.

The second-row seats maintain a similar level of passenger comfort and are split-fold, while the third row is a bench seat set-up but does fold flat. In fact, if you want to use your Caddy Life 4Motion for house moving runs or trips to the local tip, all rear seats fold dead flat for easy high capacity loading. But if that's not enough, you can easily remove the



rear seats completely (row-by-row) for a Maxi Van-like load capacity.

Most people movers in this segment lose much of their luggage capacity with all three seat rows in the upright position, but that's where the Caddy Life is the standout vehicle. Not only is the aperture of the tailgate completely unencumbered for both width and height, allowing for dishwashers, washing machines and dryers to slide right in, but also there is a tonne of space behind the third row.

Being fathered by a commercial van does have its benefits; like dual sliding doors that allow easy ingress and egress for passengers in tight spaces at the Mall.

Rear seat passengers in both rows have the benefit of stadium-style seating with guarantees excellent all round vision, and there's a stack of clever little storage spaces throughout the cabin in addition to the usual cup holders.

Although the Caddy Life does have a storage cover to hide goods in the rear cargo area there's also a drawer under both front seats for the likes of laptops and other expensive gear that's best hidden from potential preying eyes.

Normally, you wouldn't expect a light commercial vehicle that's basically been given a people mover makeover to provide anything close to a dynamic driving experience, but again, the Caddy Maxi Life delivers exactly that.



Under the bonnet sits a Common-rail Direct-injection turbo-diesel developing 103 kW and 320 Nm between 1500-2500 rpm. It's more than enough grunt to get the Caddy moving in a spritely manner. It pulls hard from standstill and makes rapid progress during mid range acceleration on up to our national speed limit, or beyond. Engine noise from the diesel is well muted too, so it's pleasant enough on a long drive even under load up the steep ascent to the Falls Creek Ski Village. Not bad at all for its 1790kg kerb weight.

Equally significant to the Caddy Life's car-like drivability is the standard fit six-speed DSG (Direct Shift Gearbox) transmission. They might be a touch jittery in stop/start traffic, but that's about where any criticism of Volkswagen's DSG starts and stops. It's a small price to pay for the driving pleasure that comes with lightning fast shifts in both the auto and the sequential manual mode, which we used, on the twisty climb up the ski village. There's also a 'Sport' mode that will hold the forward gear ratios longer for maximum revs under heavy acceleration, but it's more fun using the especially tactile shifter.

Even better on the cold and wet roads that we were travelling on is the added safety and additional traction provided by Volkswagen's 4MOTION all-wheel drive system. Caddy 4Motion uses a fourth generation Haldex clutch (Volvo all-wheel drive models also use Haldex systems) which in simple terms apportion the desired level of drive torque to the rear axle when slip is detected. It's an extra level of passenger safety especially in potentially dangerous environments such as snow and icy that are part and parcel of ski trips.



Hill Start Assist is another standard feature on the Caddy Maxi Life that can take the stress out of driving a vehicle of these proportions in hilly cities such as Sydney. That's particularly so with a DSG box as they have a tendency to roll back on a hill the moment you lift off the brake. It's much like a manual in that respect, but that characteristic is totally eliminated with the Hill Start Assist function, which holds the vehicle a couple of seconds when you lift off the brake pedal.

Additional safety features include a range of active and passive systems including Electronic Stability Program (ESP), four airbags up front (although no airbags for rear seat passengers due to the commercial platform this vehicle is based on), Daytime Running Lights, Dusk Sensing headlights and rain sensing wipers and an Auto Dimming rear-view mirror.

There are in fact very few options available on the Caddy Maxi Life as it comes standard with a full suite of creature comforts including Park Distance Control – rear, Front Fog lamps with cornering function, Climatronic Dual-zone air conditioning, Multifunction steering leather steering wheel to list only part of the inventory.

Disappointing though is the absence of standard Bluetooth phone and music streaming – both of which should be considered safety features these days.

The Caddy 4MOTION is a tall vehicle; 1.893 metres from the wheel to the roofline, but that won't be a problem for

ninety-nine percent of undercover car parks. You also don't expect such a cumbersome looking vehicle (at least from the rear end perspective) to be in any way zippy to drive. But let me assure you, it is exactly that, zippy and responsive. Volkswagen engineers have well and truly sorted the suspension tuning on the Caddy. It's like the more you drive it, the more you like it.

In fact, for the first few kilometres you tend to treat the Caddy as though you would a commercial delivery van. But with nicely weighted steering and little if any body lean on turn-in, you no sooner start to push on with a surprising level of enthusiasm.

The suspension tuning on the Caddy 4MOTION provides an entirely Golf-style ride complete with a planted feeling on the road, even at speed through bends. Poor quality roads surfaces are simply ironed out by the Caddy. The level of pliancy this vehicle offers is as refined as many cars with fully independent suspension. You see, the Caddy Maxi Life can't escape it's commercial heritage, so you won't be all that surprised to know that there's a more robust leaf spring set-up down the back.

I also got some time behind the wheel of the purely commercial Caddy Maxi Van, which due to its lighter weight by nearly 100 kilograms feels even more agile and spirited than the Maxi Life, at least without a load in the back.

Again, it's the on-road dynamics coupled with the low down torque of this engine and smooth power delivery by the DSG gearbox that makes this vehicle such a joy to pilot. Add to that the additional safety benefits of the 4MOTION system and you've got a vehicle that is able to deliver goods to places off the beaten track such as building sites and ski resorts.



There wasn't a squeak or rattle in either of the Caddy 4MOTION vans and that was over a range of different road surfaces. You get the impression that this is very solidly built vehicle and could handle plenty of abuse in a typically commercial environment.

With a combined fuel economy cycle of 6.7/6.8 L/100 km for the Caddy Maxi Van and Caddy Maxi Life respectively, they are both frugal and relatively 'green'. That's especially so when you factor in their standard fit Diesel Particulate Filter and Euro 5 emissions status.

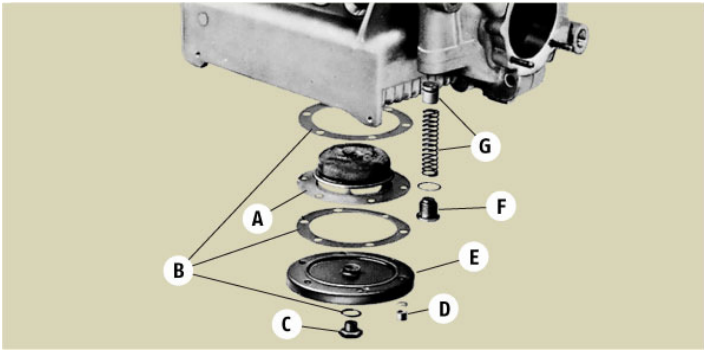
Without doubt the Caddy 4Motion offers buyers a premium choice in the segment. When you add 4MOTION to the equation there is little that can challenge this unique package of practicality and driveability, but it comes at a price.

Anthony Crawford

Stripped Drain Plugs.

Tight as You Can Get It, plus One Turn

People have been stripping-out Volkswagen drain plugs since they invented the things. It comes from not using the proper washer. Normally, a drain plug is installed with a crushable copper washer; similar to those found on spark plugs except for being a perfect ring, capable of forming an oil tight seal when compressed. That's how tight they should be turned - just enough to compress the washer.



But if you don't replace the washer you'll have to turn it a lot harder. You'll have to compress what's already compressed. If you're lucky, and if you didn't over-tighten it the first time, you can probably use it twice. After that, you're dealing with a flat washer. You may be able to flatten it some more but you're going to be making a mess of the threads. Eventually, you'll strip it out.

Back in the Good Old Days, whenever that was, the local VW dealer would sell you five drain plug washers for thirty shillings, plus there was a new one in each oil-change gasket set. Change the oil; put on a new washer. But for some reason, a lot of people didn't change the washer until it started to leak. Or fell out. Or stripped out.

Stripping-out the drain plug hole or the bolt wasn't a big problem on early VW engines since you could replace the sump plate. Of course, if the thing fell out while driving you had to replace the engine, since your oil fell out along with the bolt. But you had the satisfaction of knowing you'd saved the cost of a sixpence (five-cent) washer.

The real message of this sermon is contained in the opening paragraph. People have been stripping-out sump plugs since the age of steam. And as you may have guessed, they've come up with a variety of fixes. The most common



fix for a stripped sump plug is an expansion plug, a rubber jobbie that fits in the drain hole and expands when you tighten it down. That calls for two spanners, one to keep the expansion plug from turning while you expand it, but High Tech expansion plugs have a short lever - you can hold it with your fingers. The quick-lube joints use the things in wholesale quantities.

Every real auto-parts store carries expansion plugs. And most mechanics keep a few of the common sizes in their tool kit for emergencies. But the real cure for stripped sump plugs is prevention. Use a new washer. Tighten to spec. Leave the guesswork for the amateurs. Or the quick-lube joints.

Cheap Parts.

There are thirty million people in the Federal District of Mexico (that means Mexico City). 'Mexico' is actually The United Mexican States, according to their Constitution. The Federal District is similar in concept to the District of Columbia in the United States of America, or the ACT in Australia.

At 2,300m above sea level (higher than Mt Kosciusko), Mexico City is nearly half a mile higher than Denver's fabled mile-highness. A fifty-horsepower VW Bug running on the curious stuff Pemex calls 'petrol' is lucky to get thirty horses at that altitude.



One way to improve the situation is to use parts that weigh less; to build a lighter Bug. This is far more difficult than it sounds. Mexican metallurgists worked with Mexican steel mills to produce different alloys. Mexican engineers redesigned the original German tooling to produce the lighter parts while preserving the original appearance, which they all agree is a thing not to be tampered with. They love their Bugs as much as we do.

At least half the Volkswagens in Mexico are in Mexico City, maybe more. Several times a day they all come to the same intersection. At the same time. Every single one of them. (I don't know why, they just do.) Mudguards touch gently in the warm Mexican sunshine. The policeman who rules the intersection gets traffic moving again after an appropriate service charge is paid, for that is his job, one he paid a great deal to obtain, exactly as an American senator will pay

millions for a job that pays thousands, and for the same reason.

The dimpled Bugs are quickly made whole again and the cost is less than the little bite extracted by the policeman, for in Mexico labour and parts are inexpensive by North American standards.

Down in Brazil it is a hot day, in the high thirties, and the humidity is a hundred percent. An American walks into a Volkswagen dealership in the outskirts of Rio and asks for a heat exchanger; the left one please. There is a hushed conference in hurried Portuguese. The manuals are consulted and sure enough, they discover that SOME Volkswagens were actually fitted with a thing called a heat exchanger. The wonder of it all draws a small crowd of customers and workers; a mention of snow is heard. Peru. The Andes. Someone runs to get Santos da Silva, the dealership's oldest



and most experienced mechanic. With thirty years of Volkswagen experience Santos da Silva earns \$123.20 per month. He gives a solemn nod. Yes, there are such things as heat exchangers. He has seen them with his own eyes, years ago, when he worked in Argentina. They are for the cold, he explains. The crowd heaves a collective sigh and ponders the mystery of their humble Bugs exchanging heat for cold, a trick they thought only Mercedes could perform.

Although fanciful, the above accounts are not far from the truth. Now come with me to Germany, where a man is having a mudguard and heat exchanger replaced. The parts are made of heavier gauge steel, battleship quality for maximum durability. And priced accordingly. Even so, the cost of installing the parts will be twice as much as the parts themselves; a German auto mechanic earns more than a tenured professor of Economics at the University of Mexico.

Installation of Engine Oil Temp sensors.

In an earlier article I described how to install an oil temperature gauge on an upright engine. The instant the article hit the web people rolled it up and commenced thumping me over the head. "Bad dog! Bad, bad dog! The threaded fitting you describe only exists on the early model magnesium crankcases."

Not entirely true. It is also present on early Type 4 engines. But the point was well taken. I slunk off to the shop to

ponder the error of my ways.

There were a number of engines in the shop at that time. I dragged a late-model crankcase under the workbench and began rubbing it on my belly. When I was done, it was fitted with a spiffy oil temperature sender.

On late-model magnesium crankcases, and on the later Type 4s as well, the drilled passage for the oil pick-up tube is sealed with a pressed-in aluminium cup rather like a freeze plug but installed flanged-side inward. The use of aluminium plugs to seal the drilled oil passages in the crankcase is standard practice with Volkswagen.

Pulling the plug is crossing the Rubicon with regards to installing an oil temperature sender. Make sure you are prepared to deal with the hole or your engine-building career is over. To pull the plug I drilled a 3mm hole in the center, threaded in a #8 sheet-metal screw and popped it out with a slap-hammer.

When you pull the plug you'll discover the passage behind it is 19 mm in diameter, close enough to $\frac{3}{4}$ " so the difference is of no matter. The place where the plug seats is even larger, about 21 mm in diameter, which just happens to match the small-end of a $\frac{1}{2}$ " NPT pipe-thread tap. Your first urge will be to hammer a pipe tap into the hole and start twisting. Resist.

Pipe threads are tapered. Tightening a tapered plug into a tapered hole is an old-fashioned and eminently reliable means of insuring a leak-free fit. When you install a full-flow oil filtration system you thread the main oil gallery to accept a $\frac{3}{8}$ " NPT fitting.

Frankly, tapered fittings are not the best thing to use on Volkswagen engines, they just happen to be the best thing that is commonly available. With magnesium castings there is some risk that the tapered, threaded fittings will be over-torqued, causing the wedge-effect to split the casting. When the hole you are trying to tap is a cylinder rather than a cone, you run into the same problem - too much muscle applied to the tapered tap can crack the case. To reduce this risk to an acceptable level, the hole to be threaded should be step-drilled or reamed to a taper. The common electrician's tapered reamer is a close match to the National Pipe Thread taper and the reamers are widely available in sizes suitable for fittings up to $\frac{1}{2}$ " NPT.

I used a tapered reamer to shape the 19 mm hole then tapped it to accept a $\frac{1}{2}$ " NPT fitting. The oil temperature sensor I'm using happens to be threaded $\frac{1}{8}$ " NPT, and adapters for this combination are commonly available in both brass and aluminium, the latter from aircraft or racing equipment suppliers.



Normal body temperature for humans is 37 degrees on the Celsius scale but what you see on the thermometer depends on where you stick it.

With Volkswagen engines the oil pick-up gallery is the ideal spot to stick your oil temperature sensor because the oil is in constant motion, flowing past the sensor on its way to the oil pump. The temperature of this oil stream will closely reflect the temperature of the working oil in the sump.

VDO makes a very handy temperature sensor - for its own line of gauges - that is threaded 14 mm x 1.50, the same thread as the sump's drain plug. In use, the drain plug is replaced by the VDO sensor, which comes with a bobbin-type electrical terminal allowing easy connection and disconnection of the wire. But the sump's drain-plug is not in the main stream of flowing oil, and the sump is cooled by the passage of air under the vehicle. The reading you obtain from such a sensor will always be lower than the temperature of the oil entering the pump. The difference is not large and is probably of little significance. If your only option is to use a sump-mounted sensor, then by all means do so.

Of course, you may thread a brass 1/2" NPT adapter to accept the VDO sensor if you wish and install the VDO sensor in the oil pick-up gallery. Start with a half-inch to eighth-inch adapter, drill it out to 12.5 mm (or 31/64"), and tap 14 mm x 1.50.

Another option I explored was using a straight tap. The 19 mm bore is close enough to 3/4" that it will accept a shallow thread from a 3/4"-16 tap. Using a straight tap eliminates the risks associated with pipe-thread taps but you give up the leak-free nature of tapered pipe threads. Unfortunately, the resulting thread is so shallow it will not hold a bolt-threaded 3/4"-16. My solution was to turn a special adaptor on the lathe, making it large enough to fill the shallow threads I was able to cut in the oil pick-up gallery with a standard 3/4"-16 tap. There is enough metal in such an adapter to drill and tap it for any of the common oil temperature sensors, including the old Stewart-Warner 5/8"-11 sensors.

Early Type 4 engines use a threaded plug to seal the oil pick-up gallery, the same method used on the early-model magnesium crankcases. Standard adapters are available for this plug, allowing an oil temperature sensor to be mounted there. That works fine if the Type 4 engine is in an aeroplane. In a bus, the rear engine mount blocks access to the threaded fitting.

Generally, any oil temperature sensor mounted in the sump will show a lower temperature than the main stream of 'working' lubricant. This is because the sump has some obvious stagnation points, such as the comers.

Since Universal Replacement crankcases were introduced, it has been common practice to use the Type 3 oil-filler hole in the lower right rear corner of the sump as a handy place to mount an oil temperature sensor. Indeed, the cover plate supplied with most Universal Replacement crankcases often includes a threaded boss just for this purpose. But the oil

in contact with the sensor is going to be quite a bit cooler than you'd expect. Having gone through all the trouble of instrumenting your engine it would seem foolish to settle for imprecise data.

Type 4 engines, both early and late, have an ideal means of installing an oil temperature sensor. On the lower right corner of the sump there is a mysterious round metal plate, 90 mm in diameter. It is fastened with two cheese-head machine screws and sealed with an O-ring. The plate is not in the mainstream flow of oil but as a mounting for a temperature sensor its convenience is unsurpassed.

The sump plate has a small pimple in the middle, a narrow berm running between the screw holes. You may drill this out and braze in a pipe-threaded adaptor to accept the common temperature sensors or you may drill and tap the adaptor to accept the VDO sensor.

For those unwilling to exert the modest effort needed to properly instrument their engine there is a special adaptor that screws into the oil pressure sensor port. The adapter will accept a VDO oil temperature sensor, with the oil pressure sensor left hanging off the side. This has to be the worst idea anyone has ever come up with for measuring oil temperature since there can be no oil flow at all in such a dead-ended adapter. Indeed, the thing is liable to capture a bubble of air and provide wildly inaccurate data for both pressure and temperature. In the latter case, the

temperature shown on the gauge will in fact be the temperature of the crankcase, not the oil. But seeing how easy it is to install, I'm sure it will be wildly popular.

Another sensor to avoid is the one designed to fit in the threaded bore of the oil pressure control valve. If you examine the working of the valve you'll see that because the sensor is located below the valve's piston, there can be no active flow of oil around the sensor, meaning you are measuring the temperature of the crankcase rather than the oil. Indeed, when the oil is hottest the piston is in its high position, directing the entire output of the oil pump thru the oil cooler. Whatever reading you get in this case is bound to be lower than the temperature of the working-stream of oil, which should be sensed as close to the inlet of the oil pump as possible.

Idiot lights are bleeding wounds. By the time an idiot light comes on the situation is usually out of control. Proper engine management calls for more data than can be provided by a two-state signal.

Instruments showing oil temperature, oil pressure, revolutions per minute, and the functioning of the alternator represent about four percent of the cost of a properly built engine. And that is a one-time cost. People spend more for chrome tin-ware, fancy hubcaps or sound systems that only disturb their neighbours and consider that money well spent. Idiot lights indeed.

Bob Hoover



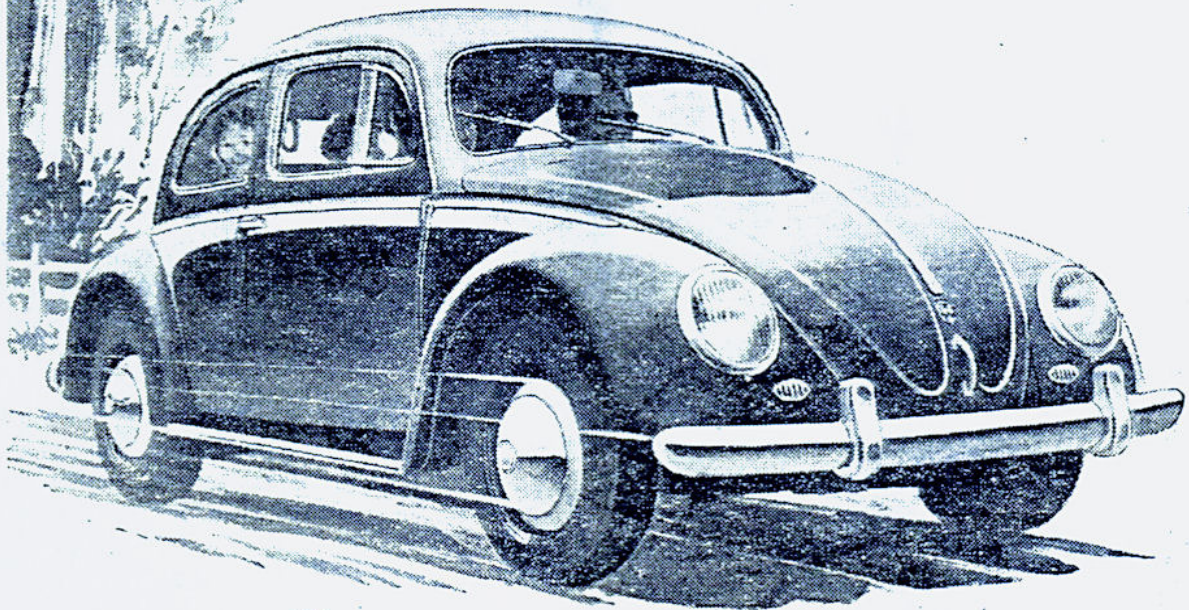


For the most surprising
drive of your life

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(known as the V.W.)



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