

Zeitschrift



Amarok Polar Edition for Sochi Winter Olympics.

February 2014

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Golf wins WHEELS COTY

Watercooled Summer Cruise

Australia Day CARnivale

Duke's Day

The Toy Department

Joe's Tamworth trip

The Big Fight

Plus lots more...



Club VeeDub Sydney.
www.clubvw.org.au

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



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Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

Monthly meetings.

Monthly Club VeeDub meetings are held at the Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney	or	Club VeeDub (Secretary)
PO Box 1340		14 Willoughby Cct
Camden NSW 2570		Grassmere NSW 2570
		(02) 9534 4825

Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members with email details receive Zeitschrift as a full-colour PDF from our website. Printed black and white copies are available in limited numbers at the meetings.

We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month; late submissions will be held over.

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

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

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

We thank our VW Nationals sponsors:

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Canberra VW Centre	VW Classic Kirrawee
Classic Vee-Dub	VW Magazine Australia
Custom Vee Dub	Westside Mufflers
Euro Automotive	Wolfsburg Auto Melbourne
Gold Coast Vee Dub	

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

VW Pizza and Pasta Restaurant Night

Let's start off 2014 with a Pizza and Pasta night at Monte Carlo's Pizzeria at Riverwood. Great Italian food, best pizzas in southern Sydney.

Bring Your Own Grog.

Don't forget to wear your best Hawaiian shirt!



Saturday 15 February

From 7:00pm



**Monte Carlo Pizzeria
208 Belmore Rd
Riverwood**

(parking in the rear - enter laneway
off Cairns St)

Ring Dave Birchall on 9534-4825 to confirm your booking and numbers - leave a message if no answer. Name and number of people attending! Close-off for booking is Wednesday 12th Feb.



where volkswagen power comes to play



VW SYDNEY SHOWDOWN

- ALL VW DRAG RACING
- 1/4 MILE DIAL YOUR OWN
- NOVICE TO PROFESSIONAL
- NON-ELIMINATION COMPETITION
- TWILIGHT CRUISE
- PIZZA RUN
- SHOW'N'SHINE
- TRADE / SWAP
- RC DRAG RACING
- FAMILY FRIENDLY



SYDNEY DRAGWAY NSW SATURDAY FEBRUARY 22ND 2014
LOG ONTO WWW.VWMA.NET.AU TO REGISTER TODAY...



THIRLMERE FESTIVAL OF STEAM

Sunday 2nd March 2014

The 2014 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

The Festival is a fantastic day out for all the family, with all the fun of a country fair. Thirlmere village comes alive with a street parade, vintage steam machinery and historic vehicles, food, music, country crafts and displays. Over a hundred market stalls will offer their produce, craftwork, toys, snacks and specialty foods for sale.

The Festival is centred on historic Thirlmere Railway Station and Australia's largest display of historic locomotives, carriages and rail memorabilia at the Rail Heritage Centre, Thirlmere. A popular feature of the Festival is the huge variety of operational steam locomotives, all in operation on the day to provide frequent vintage steam train trips on the Thirlmere Heritage Railway to Buxton and back.

The ever-popular gala parade features bands, floats, performers and displays from local groups, car clubs and businesses, while classic and historic vehicles (including VWs) will line the streets. The parade starts at 1.00 pm. The Steam Festival also has lots of attractions especially for children, including miniature train rides, model train layouts and amusement rides of all kinds.

Entertainment through the day will include 'Music in the Park' from 9.30 am. The music program includes jazz, folk, and country music, and features bands and singers from Picton High School, as well as other popular and acclaimed local acts.



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2014 at Thirlmere, NSW, on **Sunday 2nd March 2014**.

All of the car clubs will be located together on both sides of Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will not be near the show cars. The earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:15am for a 7:30am departure.**

The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

While there is no limit on the number of club display cars, we will be restricting parade vehicle numbers to **2 per club** to allow the parade to move freely and to reduce traffic snarls. If your club could select their appropriate vehicles to enter the parade and let the parade manager know on the day, that would be appreciated. The owners would then be required to ensure their vehicles are made available at the marshalling point in Westbourne Ave at the appropriate time (12:30pm). If they are not there on time, they will not be participating in the parade.

Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email krmodels@gmail.com



Keiran Ryan, Events Manager

www.thirlmerfestivalofsteam.com.au

Tea Gardens Hawks Nest Motor Club Inc.
PO Box 177 Tea Gardens NSW 2324



Established 2002

INVITATION

MOTORFEST 2014

We have pleasure to once again invite your Club to our annual **MOTORFEST**, to be held in the **Myall Park Sports Reserve at Hawks Nest** on

Saturday, 8 March 2014

An exciting program has been arranged with exhibits of **VETERAN, VINTAGE, CLASSIC & UNIQUE CARS** and **MOTORCYCLES** of different models and makes from invited motoring clubs.

There will be displays by our local **Surf Life Saving Club, Tea Gardens Fire Brigade, Ambulance Service** and other performance groups with popular **country/classic/jazz music**, as well as **food, drink, and information stands**.

The oval has a capacity for approx. 325 vehicles. We will arrange for individual clubs to have a designated area for their cars & motorcycles and to erect a club gazebo and banner.

16 Trophies will be handed out for best vehicles and best club displays.

An entrance fee of \$10.00 per vehicle and \$5.00 per motorcycle will contribute to support the following local beneficiaries:

- **Tea Gardens Hawks Nest Surf Life Saving Club Inc.**
- **Local NSW Rural Fire Services**
- **Local Clinic Bus**

All vehicles need to be in position by 9.45am for the Official Opening at 10am.

Trophy presentation will be at 1.30pm. (See enclosed Program)

It will be an interesting event not only for the local community and visiting tourists but also for the many display participants from different NSW Motoring Clubs.

We have one of the largest rural **MOTORFESTS** in NSW, representing approx. 50 Motor Vehicle and Motor Cycle Clubs with a great variety of different makes and models.



Mercedes-Benz Club of NSW Presents:

SYDNEY GERMAN AUTOFEST 2014

Car Show & Family Picnic

SUN 6 APRIL 2014 Cars in place
9:30AM for 10:00AM

Gough Whitlam Park, Bayview Ave, Earlwood

Event Directors: Nick Harris 0408 228 305

John Assarapin 0418 785 815

www.mbcnsw.org.au \$10 p/car entry fee

Enjoy a weekend away with your loved one.

Club Veedub Sydney
27th VW Nationals show.



24th May 2014 Super Sprint, Wakefield Park, Goulburn NSW.
25th May 2014 VW Nationals Show, Fairfield City Showground NSW.
Contact David Birchall (02) 9534 4825 or clubvw.org.au

Von dem Herrn Präsident.

Hi all,

Well, we've had a great event to kick start the year, the VW Summer Cruise on Sunday 19th January. The cruise was very well attended, with good weather, see the report with photos in this issue. Thanks to Aaron for going to the trouble to run this event.

Coming up this month is the annual Pizza and Pasta night at Monte Carlo's at Riverwood. Ring Dave Birchall to book your spot (9534 4825), as we need to know numbers - and don't forget your Hawaiian shirt. Later this month is the Sydney VW Drag Racing at WSID on the Saturday 22nd. This is a great event that brings together lots VW enthusiasts. You don't have to race your car as there is plenty of activity during the day to keep you interested. This is the third year of this event; unfortunately last year's events were washed out twice. We are very lucky that Craig and VWMA team have chosen to try again this year, let's hope the weather is OK.

In March we have the car display at Thirmere Festival of Steam on 2nd, and a few of our members head up to the motorfest at Tea Gardens. In April we have the German Autofest at Earlwood on 6th (organised by the Mercedes Benz club), and the Robertson classic car show a few weeks later.

There are so many interesting events coming up soon, too many to describe here, so keep an eye on the club calendar in the magazine or on the club website.

Our club has long been a member of the NSW Council of Motor Clubs, the 'central body' for the classic and vintage car movement in NSW. They organise the huge Shannons Classic day at Eastern Creek every August. Well the CMC has decided to move their monthly meeting place. After 40 years at the Magpie Sporting Club, the CMC will now meet at our very own Greyhound Social Club at Yagoona, on the last Monday each month. This is good news for two reasons - it will be easier for us to have a Club VW representative at their meetings, and it's good business for the Greyhound Club.

The VW Nationals will be here again before we know it. Planning is well under way. We will need some help setting up, packing up and during the day. If you can lend a hand at either the Supersprint or on show day it would be much appreciated.

See you soon,

Steve Carter



Kanberra Kapitel report.

Hello from Canberra, where the heat waves are making the days unbearable, and some rain would be appreciated. As Dorothea Mackellar said, our sunburnt country certainly is a land of droughts and flooding rains.

It's been a quiet month for the club but all will ramp up very soon. Our January meeting was postponed due to date clashes and now we will just carry the information over to our

February AGM. That's right, it's Canberra AGM time, I know you are all looking forward to that !

Iven has arranged this event (thanks!), we are booked into the Belconnen Bowling Alley (near McDonalds) on 22 February for 1pm. Watch for an email from us confirming rough costs and such. Please let Iven or myself know if you are coming so that we can ensure we have bowling space available! It will be a great event. Not only can you come along and have a bowl, you can then be at the AGM and discuss club events, maybe stick your hand up to assist the club? All positions will become vacant and we need fresh ideas to offer the events that YOU want.

It would be great to see as many people along at the AGM as possible, we'd like to meet you all and get your input and help. If you have questions please give us a yell, we'd be happy to assist!

March will be the Wheels carshow. We haven't received any extra info as yet, but the website shows it being held on Sunday 16 March at Thoroughbred Park. We will have a display there and hope you can bring your VW along.

We'll keep in touch with local members over the email, is your email address with the club current? If not let us know, we want to give you the best information on events but can only do it if you have a correct address.

Stay cool in the heat,

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.**

February.

Saturday 15th:- Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7:00pm. Great Italian food, best pizzas in southern Sydney. BYOG. Don't forget to wear your best Hawaiian shirt! You must book your place with David Birchall (02) 9534 4825 - leave a message if no answer. Leave your name and number of people attending. Closeoff is 2 weeks before - 1 Feb.

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.

Saturday 22nd:- Sydney Showdown VW Drag Racing at WSID, Eastern Creek. 1/4-mile drag racing, dial-your-own time. Novice to Pro! Non-elimination competition. Top VW Shootout, Show'n'Shine, Trade/Swap, Twilight Cruise, Pizza Run. Family friendly! Plenty of food and drink. Presented by VW Magazine Australia. Visit www.vwma.net.au for more info and to register.

Sunday 23rd:- VW Kombi and Beetle Display at the Penrith Regional Art Gallery, 86 River Rd, Emu Plains. In celebration of their Holiday+Memory exhibition. You must pre-book to display your VW. **Cars to be in place from 9am to 2pm.** Contact Dimity Mullane on (02) 4735 1100 or email dmullane@penrithcity.nsw.gov.au for more information.

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

March.

Sunday 2nd:- Thirlmere Festival of Steam 2014 at Thirlmere, NSW. Steam train rides, Trainworks railway useum, model railways, bands, dancers, food and drink stalls, traders, kids' rides, classic car display. **Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45am departure.** Arrive by 9:30am. Street parade (max 2 VWs) at 1pm.

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

Saturday 8th:- Tea Gardens Hawks Nest Motorfest, held at Hawks Nest Oval, Yamba St Hawks Nest. Exhibits of Veteran, Vintage, Classic and Unique cars and motorcycles, plus displays, stands, music, food and drink. Special display area for VWs. \$10 per vehicle. Be there before 9:45am,

trophy presentation at 1pm. For more information contact Phil Hoare on (02) 4997 0082.

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 31st:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

April.

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

Sunday 6th:- Sydney German Autofest at Gough Whitlam Park, Bayview Ave Earlwood. Organised by the Mercedes Benz Club of NSW. All German makes welcome. \$10 entry per car; entrants to be in place by 9:30am. Food and drink stalls on site. Volkswagens new and old wanted! Contact Nick Harris (MBC) on 0408 228 305 for more info.

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

Sunday 13th:- Robertson Classic Car Show at Robertson Railway Station, in the Southern Highlands. Cars 30+ years old wanted! Entry from 9:30am, \$10 to show your VW, or free general admission. \$5 raffle tickets to raise funds for Robertson railway. No judging or trophies this year; just a fun day to show your car. Country market stalls, vintage machinery, antique stores, food and drink stalls. **Join the Club Convoy at Uncle Leo's Caltex, Liverpool Crossroads, at 7:45am for 8am departure.**

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

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

May.

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

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

Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right

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There are two easy ways to arrange this:

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- Call and see him today when you are passing.

REMEMBER! Place Your Order Today!

next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 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

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

June.

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

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

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

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

Marktplatz.

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

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

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

New Ads.

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

Wanted:- A Chassis from a Beetle 1969 to 1979. It must have ball joint front suspension with disc brakes. The rear should be double-joint (not swing-axle). I don't care if the floor pans are rusted out or if I need to take the whole car to get a good chassis. A gearbox is optional but it must be in good condition. I am located in Newcastle. Please phone David on 0405 108284 or email kerda3@bigpond.com

For Sale:- Hi I'm looking at selling my **1964 VW Beetle**, I'm just wondering if you would be able to let me know if you would know of anyone interested in this? If you are interested, please contact Simon Leach on 0429 307329 or email simon.leach@fairfaxmedia.com.au

For Sale:- Hi My father in law is selling his **1992 VW T4 Multivan** with Trakka fitout, 150,000km immaculate condition, one owner, would you have any one interested in this vehicle? For enquiries please contact Mr Shaun Lesslie on 0402 871230 or email srlessli@tpg.com.au

For Sale:- My good neighbour is going thru chemo for cancer and has a beautifully restored **Type 3 fastback** with all the gear! He is technologically challenged, so my great mate, Ron Croft (C&S Autos) said to contact you folks to see if anyone would be interested in this fine modified example for the silly price of \$1500. Please contact me for photos, as I want to help



this mate out asap!!! Mr Peter Trevena, mobile 0401 849918 or email peterltrevena@hotmail.com

For Sale:- I have a **1974 VW Passat**. I have been its sole owner but do not drive it any more. I did not register it when it became due in Jan 2014 but I am sure it would pass rego as I have only driven it once or twice since it was last registered in 2013. It is only taking up space in my garage now and I was wondering if anyone is interested in it. It was insured until January this year for \$2400. I would like it to go to a good home. Contact Mrs Annetter Collins on (02) 94764137 or email bobbobandannette@bigpond.com.au

For Sale:- 2-Litre VW Kombi motor. Approx. 25,000km since Wayne Penrose rebuild. Standard motor and carbies. Excellent condition. Can be test driven- still in van until sold. \$2,000 Phone Dave on 0409593443 or email jndhendo3@bigpond.com

For Sale:- 1972 Beetle parts. 1600 running engine 009, new carby \$600 Ono. Panels from \$ 30. 1967 Splitty Gearbox and reduction hubs(less cone) \$600. Rim and tyres 14-inch \$200. Roof racks x 2 \$120 each. For more information phone John on 0477 334159 (Quakers Hill).

For Sale:- Regretfully I am selling my Mum's lovely **Golf**, which she has had since new in August **1979**. Mum has passed away and I need to find a new home for the Golf, preferably with a VW enthusiast. This car has been garaged all its life. It has never been involved in a major accident. It does have a couple of dents where people driving what appears to be a four wheel drive have used Mum's car as a parking sensor in the local supermarket car park. As a result the hatch lid does not close properly or lock, but that should be fixable. There is no major rust; just some very minor surface rust. The interior is great aside from cracks on the dashboard - Mum used to have to park her car in the sun three days a week at the bowls club. The seats are in great condition as is the carpet. This car has only done 75,000 km in its 35 year life. Mum didn't drive it much. It's had a couple of long trips but otherwise has spent its life in Sydney. Because of the low usage Mum had to replace the cylinder head a few years back; I don't think the car was used enough to really warm up. This car is original. The only after-market item is a radio cassette player which no longer works. It has no power steering or air-conditioning. It has the original metal rims and spare tyre. It has original logbooks and the original brochure for the car, for its new owner to smile over. This lovely little Golf is located in Hunters Hill in Sydney. Happy to negotiate over the price, but I am asking for the value for which it is currently insured. This Golf is registered until August. It has never ever failed to pass rego. Please give it a new loving home! Asking price \$1800.00 For enquiries and more information, please contact Sabrina Ferguson on 0412 096525 or email ms.sabrina.ferguson@gmail.com

For Sale:- 1964 VW 1200 Deluxe Sedan. This vehicle was purchased and driven in Canberra 1965-84 and has been stored unregistered undercover in Canberra since 1984. The motor has been started periodically whilst in storage. The vehicle has not been involved in any road accident and there is no major rust. The paintwork and tyres are good but a new

muffler, tail pipes, running board rubber and a thorough service are needed. The upholstery also needs some attention. Additional fittings:- VW radio and VW roof rack. Publications available:- the original VW Owner's Manual, Workshop Manual by Scientific Publications, 'How to keep your VW alive' by John Muir. We are the original owners of the vehicle and we think it is suitable for restoration. Price negotiable. For further information contact mobile phone 0416 859 271 or email to maryclose@netspeed.com.au

For Sale:- 1967 1300 Beetle, suit restoration, front damage, \$2000.00. Car located at Kingsgrove. Phone 0438 593 834.

For Sale:- 1976 VW Beetle - Outstanding condition (interior and exterior). Beautiful car, admired in the streets, much loved and reluctant sale. Need to sell as I need a bigger car for my new employment. Very sad to see Eddy go, she has served us well and is super fun to drive around in. 'Eddy' has been refurbished with a restored engine, new paint, electronic ignition, tinted windows, speaker system, immobiliser, and beautifully kept interior. This car runs well and is used locally, you will not find a better running vintage Beetle. The 1976 Beetle was the last model produced by Volkswagen Australia in the classic range. Eddy has been well maintained and cared for, and has been regularly serviced by a VW specialist. NB: one small crack in paintwork above right headlight. Stereo system is functional however needs new tuner/CD head unit. A must buy for any Beetle lover/collector, great first car or for anyone who wants an awesome vintage car. Contact Emma for any inquiries or to test drive. Asking Price \$8500. Emma Mitchell, 0432 870807 or email ejmitchell88@gmail.com

2nd Month Ads.

For Sale:- Lovely original 1967 German-made 1500 VW Beetle. Nice purple colour. New clutch, recently rust cut & resprayed. Rego till March 2014. Goes well, reliable, well cared for. Rare Euro VW in Australia. Reluctant sale as travelling soon. Asking price \$6500 ONO. For more info contact Annie Brisley on 0417 657284 or email abrisley1@gmail.com

For Sale:- 1956 Oval Beetle. Good reliable little car. Fully registered until March 2014. Cream in colour. No rust. Working trafficators. Always garaged. Would suit enthusiast. Asking Price \$9000 ONO. Contact Jodie Dennis on 0447 839055 or (02) 6231 3129 (AH) or email jodie.dennis@icloud.com

Wanted:- Hi - I'm looking to purchase a **VW Delivery Van** during 2014, the 'windowless kombi', around late 60's. Any condition considered. Please contact me if you have any leads. Thanks Andy. If you can help me please email me at andrewcarbery@gmail.com

For Sale:- 1974 VW Beetle 1600L (Superbug). Wattle Yellow in colour. Registered to April 2014. Has been in the same family since new. All original & in great condition. Regrettable sale due to our present situation. Asking Price \$10,700. Contact Grahame Mitchell on (02)

9543 4580 (BH) or mobile 0425 289 317, or email 1mitch56@hotmail.com

For Sale:- My 80-yr old father has a 1971 Volkswagen he would like to sell. It is a **1600 Type 3 Sedan** shape; original yellow in colour. Automatic, just 59,000 km mileage. For photos and more information, contact Mrs Tatiana Fleming on (02) 9907 1767 or (Mobile) 0409 760 782, preferably 9-5pm, Or email tatiana.fleming@hotmail.com

Wanted:- I am looking for a **1972 '1302S' Superbug**. I once had one new in that year, and would like to relive the pleasures I had in it. My first new car, orange. If you can help, contact Mr Peter Johnson on (mob) 0411 195 937, or AH on on (02) 9517 3751, or email peter@peterjohnson.com.au

Wanted:- I would like to know where if at all I could get a **user's manual** for the following type of generator that was attached to the Type 126A VW engine? This is what is written on the gen set: AEG DX11/25/3/36 LDAGK2/30A Motor: VW 126A25kvA. Or if you have one of these manuals I would happily pay for a photocopy. If you can help, contact Mike Braz at michaelbraz@gmail.com

Stop Press – Sochi Winter Olympics update.

Volkswagen Group Rus brings together the seven Volkswagen Group brands that are available on the Russian market – Volkswagen, Volkswagen Commercial Vehicles, Audi, Skoda, SEAT, Bentley and Lamborghini. Since November 2007, Volkswagen Group Rus has been manufacturing vehicles in Kaluga, 170 km southwest of Moscow. With total investments of over one billion Euros the company has become one of the largest investors in the Russian automotive industry. Between 2013 and 2015 the group will put an additional 840 million Euros into its plants, new equipment, and creation of new products in Russia.

In 2009, Volkswagen Group Rus became the title sponsor of the 2014 Winter Olympics and Paralympic Games in Sochi, in the automobile category. The company will provide the Sochi-2014 Organizing Committee with over 3,000 cars from the Volkswagen, Audi, 'KODA, and



Volkswagen Commercial Vehicles brands, in order to transport guests during the preparations for the 2014 Games and during the course of the Games themselves. The majority of the cars will be manufactured at the company's plants in Russia.

In June 2013, Volkswagen Group Rus and the Sochi-2014 Organizing Committee signed an agreement to work together to stage the Sochi-2014 Olympic Torch Relay. In accordance with that contract Volkswagen passenger and commercial models are now the official vehicles of the relay.

Volkswagen is providing passenger and commercial vehicles to help conduct one of the most important Olympic events and will also be responsible for the full spectrum of their maintenance. The Volkswagen Touareg SUV will head the Olympic convoy throughout the relay. Other Volkswagen Commercial Vehicles – the Amarok, Caravelle, and Crafter – will also take part in the event. Several Crafters will be converted to accommodate the needs of torchbearers with disabilities. In addition, this model will also serve as a special vehicle for the media.

The Polar Expedition Amarok, which Volkswagen built a year ago to promote the event in Russia's most remote regions, is definitely the most exciting of VW's official Olympic vehicles.



Three trucks were built to take nine people from Moscow, on an expedition some 16,000 km eastward by road to the city of Petropavlovsk-Kamchatsky on the Kamchatka peninsula. It earned the team a Guinness World Record for the longest off-road journey through a single country. The 66-day odyssey was the first to reach Kamchatka from Moscow by driving over the glacier-covered Sredinny Range.

The specially built Amaroks received a host of upgrades to take on the cold and complete lack of roads. The





team replaced the front and rear suspension with long-travel, heavy-duty shocks and massive knobby tyres to ensure traction in deep snow and ice. The body was kept stock other than cutting out the mudguards to fit the wheels and tyres. The 2.0-litre VW TDI turbo diesel engine remained mostly untouched because the goal was reliability, not speed. For added safety, the interior was fitted with a roll cage, and the trucks had extra navigation equipment to make sure the team didn't get lost.

While it's not anywhere as cool as the Amarok Polar Expedition truck, Volkswagen is also offering an Amarok Sochi Special Edition in Russia with additional exterior chrome trim, 18-inch wheels, navigation and an updated interior. This special Amarok will not be sold in Australia.



Amarok Sochi Edition

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CarsGuide's Car of the Year Award locally; as well international acclaim as the 2013 World, European, Japanese, Scottish and New Zealand Car of the Year.

"As Australia's first, and the world's longest-running Car of the Year award, this is testament to the quality, refinement and performance of the Golf."

Locally, the new Golf has also claimed victory in Wheels magazine's Gold Star Value award for the 90TSI, and Motoring.com.au's Family Car of the Year Under \$30k.

It's a welcome PR win for Volkswagen Australia, who received much bad press from the left-wing Fairfax media over the Melissa Ryan case. The 32-year-old was killed while driving her Golf 5 GTI in a crash with a B-double semi-trailer on Melbourne's Monash Freeway. Fairfax reported her VW Golf inexplicably lost power and caused the accident.

Subsequent media coverage from Fairfax was highly critical of Volkswagen, with many Fairfax readers reporting concerns over the reliability of their VWs - notably DSG transmissions, diesel engines and 1.4 litre TFSI engines found in Golf 6s. Fairfax was also critical of VW's handling of the recall of the 6-speed DSG in certain models, even though this was not connected to the Melissa Ryan case.

Ryan's car was in fact a 6-speed manual Golf 5 GTI powered by a 2.0 litre petrol engine, a fact often skimmed over by Fairfax and certainly missed by most of its readers.

The Victorian Coroner found Ryan's Golf was not at fault and did not contribute to her death. She had been on a mobile phone conversation at the time of the accident. Volkswagen has responded, with 2013 sales an improvement on 2012 and an all-time Australian record, and the Golf 7 sweeping all the major Australian and World motoring awards.

(Fairfax awarded the Mazda 6 its own Drive Car of the Year, snubbing the Golf. By comparison, the Mazda 6 did not even make the final rounds of the WHEELS awards. We leave you to make up your own mind on Fairfax's (SMH, Age) credibility - Ed.)

Golf wins WHEELS Car of the Year – again.

The Volkswagen Golf 7 has been awarded the Wheels Car of the Year award. It's the third win for Volkswagen's venerable Golf, following wins for the original Golf 1 in 1976 and the Golf 6 in 2009.

The multi-award-winning Golf outclassed a field of 51 eligible vehicles to collect what is Australia's longest-running and most prestigious automotive awards – the first WHEELS Car of the Year was awarded in 1963. Volkswagen has also won the award in 1974 (Passat) and in 2010 (Polo), making five WHEELS Car of the Year awards for Volkswagen altogether.

To receive this latest honour, the all-new Golf impressed Wheels' highly respected panel of seven expert judges throughout a rigorous week of testing.

Wheels magazine editor, Glenn Butler, lauded the Golf's consistency in all of the criteria; "The Golf 7 is satisfying to drive, serene to ride in and superbly user-friendly.

"Volkswagen seems almost to have set out to create a car to excel in every one of the five Wheels Car of the Year criteria. And, quite simply, the Golf has aced it," he said.

Veteran judge John Carey summed up the Golf's achievements: "The wonder-workers of Wolfsburg have created a Golf that's better in every way that can be measured. And the increments are anything but miniscule.

"From the smallest, thoughtful details to the biggest basics, this is a car that never falters. Its breadth of talent, it's almost annoyingly persistent perfectionism and its unrelenting satisfaction make it something truly rare... a car for all reasons.

"This is one of the most worthy Wheels Car of the Year winners ever," he wrote.

Receiving the award on behalf of Volkswagen Group Australia, Managing Director John White, commented on the win: "It is a great pleasure and honour to receive this award on behalf of so many in the Volkswagen family.

"The WHEELS Car of the Year award caps-off a stellar year for the all-new Golf; which has also received



VW wins Monte Carlo rally.

Current Rally World Champions, Volkswagen Motorsport, have started 2014 in the best possible way by taking out the opening round, the famous Monte Carlo Rally, in January. It was Volkswagen's first-ever win at the world's most famous rally, and the VW Group's first win since the Audi quattro's 1-2-3 finish in 1984 (Walter Röhrl - Stig Blomqvist - Hannu Mikkola).

Sébastien Ogier and his navigator Julien Ingrassia had won the Monte once before, in 2009 in a Peugeot when it was not a WRC event. This year they overcame a poor tyre choice on Day 1 to fight back and win the 82nd Rallye Monte Carlo in style, getting their world championship defence off to a near perfect start.



To rack up his Monte win Ogier had to reel in an impressive Bryan Bouffier in his first outing at the wheel of a privately entered Ford Fiesta RS WRC. Bouffier's name may be familiar as one of the test drivers who helped develop the Hyundai i20 WRC (which has received much press in Australia recently), so his second place result will be extra sweet after missing out on official driving duties with the Korean team this year.

Kris Meeke took a big step in repaying Citroën's faith and was delighted to overcome those difficulties unscathed on his way to satisfying third place. He leaves Monte Carlo with increased confidence, acknowledging he has no issue with raw pace, but has in the past made too many silly errors.

Conditions during the rally were extreme and presented the drivers with all kinds of hazards, from ice, 'shiny' wet patches on slippery tarmac, heavy rain and a snow storm just to top things off. Nicolas Vouilloz, the ice spy for Sébastien Ogier, is known as the inventor of 'tyre crossing'. This is when in unclear and fluctuating weather conditions, a mixed tyre set is arranged in a cross configuration. For example, slick and wet tyres are used at the same time, with slicks fitted on the front left and rear right, and wets in reverse. "We tried this out years ago at tyre tests with Michelin, and it worked better than having different tyres on the front axle to the rear axle. We were probably the first to use it in competition," said the 37-year-old from Nice.

Fellow VW Polo driver Jari-Matti Latvala finds himself in Ogier's shadow once again, although he lost a bit of time on Day 2 with an annoying puncture. Latvala did



register a small win over his teammate when he beat him to first place in the Power Stage by 0.2 seconds. Judging by the look on Ogier's face immediately afterwards the world of motorsport has another Seb who doesn't like losing one little bit! Jari-Matti eventually finished fifth, just six minutes behind Ogier's winning VW Polo. The third VW Polo of Andreas Mikkelsen finished seventh.

"I am very proud of the entire team today," said VW Motorsport boss Jost Capito. "The drivers, co-drivers, engineers and mechanics all did an outstanding job. Sébastien Ogier's performance was worthy of a champion, while Jari-Matti Latvala and Andreas Mikkelsen also did a magnificent job. Together with their engineers, and using the information available from the ice spies and weather crews, they always made intelligent tyre selections – even if they did not always turn out to be perfect. But that is just typical of the 'Monte', which is always unpredictable and temperamental. To have all three Polo R WRCs in the points and to have won the iconic 'Monte' for the first time as a team is an outstanding success."

Hyundai's return to the WRC spotlight didn't quite go to plan, with both cars failing with mechanical problems. The next WRC round is in Sweden in February. Rally Australia, based around Coffs Harbour, is Round 10 in September. The final round is Round 13 in Wales in November.

Golf R 'Evo'.

An extreme hot-hatch, dubbed the Volkswagen Golf R Evo, is expected to preview Volkswagen's future high-performance powertrain and construction technologies at April's Beijing motor show.

Autocar UK reports the Golf R Evo concept will be powered by a significantly uprated version of the production



car's EA888 turbocharged 2.0-litre four-cylinder petrol engine. Outputs are tipped to rise from the standard 221 kW of power (detuned to 206 kW for Australia) and 380 Nm of torque, upwards to 275 kW and 450 Nm.

The tuning of the enhanced powerplant has reportedly been overseen by new Volkswagen engine development chief Fritz Eichlerh – the man poached from Mercedes who was behind the 265 kW/450 Nm 2.0-litre turbo in Mercedes-Benz's A45, CLA45 and GLA45 AMG trio.

Like the regular Golf 7 R, power will be channelled to all four wheels via a six-speed dual-clutch automatic transmission.

Carbon fibre body panels and a stripped-out interior are said to cut the Volkswagen Golf R Evo's kerb weight from the standard car's 1476 kg to below 1400 kg.

Autocar also reports Volkswagen is readying a high-performance Polo R pocket rocket, which it believes could debut as early as March's Geneva motor show.

Allegedly twinned with the upcoming Audi S1, the UK publication claims the Polo R will team a 186 kW 2.0-litre turbo with a six-speed DSG and all-wheel drive in a package capable of sprinting to triple figures in less than six seconds.

Volkswagen's Polo range is currently topped by the twin-charged 132 kW/250 Nm 1.4-litre Polo GTI, which hits 100 km/h from rest in 6.9 seconds.

Beetle Dune concept.

The VW Beetle Dune concept, shown at the recent Detroit Auto Show in January, previews Volkswagen's vision for a mild crossover based on the latest version of its iconic small car.

The tougher-looking, harder-wearing Beetle Dune concept is believed to be a strong chance to make the transition from show car to showrooms, with Volkswagen to gauge public reaction at the Detroit auto show.



The Volkswagen Beetle Dune concept is almost identical to the rough sketches released a few days before the show, retaining all of the car's sporty, off-road attitude. It is vaguely reminiscent of the off-road VW 'Baja Bugs' that have been built in the US for many years. Volkswagen of America have dubbed it, "the sportiest Beetle ever."

It boasts a 50 mm-higher ride height and a 29 mm-wider track than the regular hatch, as well as metal scuff plates and plastic guards protecting the lower body panels.



Horseshoe-shaped LED daytime running lights occupy intakes in a redesigned front bumper, while a new bonnet features a subtle bulge and longitudinal vents.

Black and silver 19-inch alloy wheels and off-road tyres fill the flared guards, and the rear features uniquely styled LED tail-lights, high-mounted tailgate 'roof-rack' designed to carry skis and other active lifestyle gear, two-tone black and yellow spoiler, and dual exhaust outlets.

The Beetle Dune concept is FWD (not AWD), and teams the turbocharged 155 kW/280 Nm 2.0-litre four-cylinder petrol engine from the Golf 6 GTI with a six-speed dual-clutch automatic transmission, and features multi-link rear suspension and VW's 'XDS' electronic differential lock.

Away from the sand, the Dune concept claims a 7.5-second 0-100 km/h and a 227 km/h top speed.

Inside, the yellow paintwork extends to the dashboard and doorsills, as well as highlights on the steering wheel, floor mats, doors and seat piping. The conventional glovebox also makes way for a horizontal grab handle.

A 20-cm high-resolution touchscreen dominates the dash, while three analogue meters sit prominently at the top of the centre stack. Sports seats are upholstered with black and white leather.

Though it's unconfirmed for production at this stage, Volkswagen says the 2014 Beetle Dune concept is "a lot more feasible" to build than the original New Beetle Dune concept that debuted in Los Angeles back in 2000, but which never made it to production. The latest concept will be seriously considered following its Detroit debut if public reaction shows the US market demand is there.

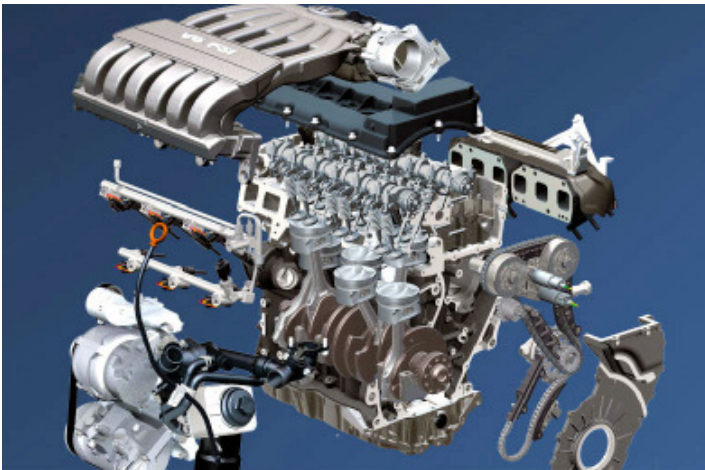
New VW VR6 engine.

Reports from Europe suggest Volkswagen is working on an all-new 3.0 litre narrow angle V6 engine. With a 15° angle, suitable for transverse mounting, this marks a return to its much loved VR6 engine, first seen in the Passat and Corrado in 1991.

The name VR6 comes from a combination of 'Vee' engine and 'Reihenmotor' (meaning 'inline engine' or 'straight engine'). Rather than a normal 60° or 90° angle between the cylinder banks, the VR6's angle is just 15°, and in fact has just one cylinder head covering both banks. From above, it looks more like a staggered in-line engine than a vee-engine - hence the name.

The original 2.8-litre VR6 was used in the Golf 3 and Jetta/Vento, as well as the Transporter/Caravelle. A 24-valve version appeared in 1999, and later the VR6 was enlarged to 3.2 and 3.6 litres for the Golf R and Passat R models. Over the years the VR6 engine was also used in the New Beetle, Touareg, Phaeton, Sharan and the American Passat. The basic VR6 was also used as the basis of the V5 (Bora) by removing one cylinder, and also a new range of large 'W' engines by joining two VR blocks in a wide vee. This created the W8 (Passat), W12 (Touareg, Phaeton, Audi, Bentley), and the W16 (Bentley, Bugatti).

Last seen in the Passat R36 and Passat CC with a 3.6 litre capacity, the VR6 was recently thought to have been replaced in favour of more efficient and lower emitting four cylinder units – the 'R' turbo units in the Golf R and Scirocco R, for example.



VW's engine boss Fritz Eichler is the man in charge of the new engine, and in a former life he had a role in the development of AMG engines for Mercedes-Benz.

In May 2013 VW revealed its Design Vision GTI at the 2013 Wörthersee show, powered by a 370 kW 560 Nm 3.0 litre VR6 fitted with twin turbochargers. This provides a clue to the VR6's return - the benefits of turbocharging, fuel efficiency and lower emissions. Production engines are expected to have somewhere around 250–335 kW.

Improvements in production techniques will also result in a lighter weight engine, thereby removing one of the old VR6's major flaws where the heavy engine mounted on the front axle increased the tendency to understeer.

A new efficient turbo VR6 engine will find a wide range of applications across the Volkswagen range (and also the Group's other brands), just as the original VR6 did.

VW 7-seat SUV for 2016.

After a year of to-ing and fro-ing, it has now been confirmed that the seven-seat Volkswagen CrossBlue SUV will make the transition from concept to production when it launches in North America in 2016.

Production confirmation of Volkswagen's newest SUV has been expected since the CrossBlue concept debuted 12 months ago at last year's Detroit auto show, and was made official by VW CEO Martin Winterkorn at this year's show.

"I'm delighted to confirm what so many have been waiting so long to hear: Volkswagen's mid-size SUV for America is on its way," Winterkorn announced, adding that development work on the seven-seater has already begun ahead of its launch in under three years' time.

Volkswagen says the CrossBlue-inspired SUV has been "designed specifically for North America", and reports suggest it is not expected to reach European showrooms before 2019. Volkswagen made no mention of right-hand-drive production plans at Detroit, meaning that VW's new SUV is unlikely to arrive in Australian showrooms until after that, if at all.

Volkswagen Group Australia general manager of communications Karl Gehling said the German parent company is aware of the demand for mid-size seven-seat SUVs in Australia, and that they would push for right-hook production.

"We have obviously indicated our interest in a vehicle if it were to be produced in right-hand drive," he said. "It's one of the segments in the market that would be nice to have a car."

In 2013, SUV sales made up 29.4 per cent of the overall Australian market, with large SUVs taking a sizeable 11.1 per cent share, while mid-size soft-roaders ate up 10.5 per cent of total sales for the year. The large SUV segment is the fourth largest segment in Australia by sales, behind small cars (23.4 per cent), 4x4 light-commercial utes (12.2 per cent) and light cars (11.5 per cent).



While technically a mid-size offering, the future Volkswagen is similar in size to the luxury Touareg, meaning it could slot into the large SUV category in Australia's VFACTS sales figures.

The 5.0m-long CrossBlue concept is larger than Volkswagen's existing 4.8m Touareg and Golf-based 4.4m Tiguan SUVs, but is expected to be priced somewhere in between to make it more accessible to big families.

Based on the Volkswagen Group's versatile MQB platform – the same one that underpins the new Golf 7 – the all-wheel-drive CrossBlue concept featured a plug-in hybrid drivetrain comprising a diesel engine, two electric motors, a lithium-ion battery and a six-speed dual-clutch automatic transmission.

Volkswagen said the vehicle's platform supports hybrid systems as well as conventional petrol and diesel powertrains.

The six-seat concept claimed 335 litres of boot space with all three seating rows in place, 812 L with the third row folded, and almost 2000 L with the middle bench also pushed forwards.

Winterkorn said the all-new SUV would be a vital part of its ambitious goal to increase sales of Volkswagen and Audi vehicles in the US from less than 250,000 a few years ago, to just over 600,000 in 2013 up to one million by 2018.

Volkswagen Group sales have almost doubled in the US since 2008, but have still not equalled the records achieved during the air-cooled era.

VW needs electric cars.

Volkswagen of America admits it has become a necessity to join the electric car race in order to satisfy ever-tightening US emission regulations.

At the Detroit auto show, Volkswagen of America CEO Michael Horn confessed that Volkswagen had changed its stance on electric cars.

“I think we have to play in all fields [now], clearly,” Horn said.



“In the US you have to do it, in other markets it depends very much on the legislation. So the business model around electric cars is not too good if they [business models] are small, that’s why we build fully zero-emission cars, plug-in hybrids and hybrids [to cater to different markets].”

Volkswagen recently showed the full electric e-Up! and e-Golf at September’s Frankfurt motor show, with the e-Golf making its North American debut at the Detroit show, claiming to be the best-performing electric vehicle in its class.

The electric Golf is powered by a 24.2-kWh lithium-ion battery with 85 kW of power and 270 Nm of torque. It claims 0-100 km/h acceleration of 10.4 seconds and an impressive 190 km range.

Volkswagen Group global CEO Martin Winterkorn recently said the company intends to be number one in electric vehicles by 2018, but Horn is still unsure how sales will proceed in the short term. Nissan has recently disputed Volkswagen’s claims that it will be first in electric vehicles by 2018.

“As far electric vehicles are concerned, it’s a one million dollar question. It’s very much dependent on government regulations. If governments are putting more concentration and effort into this it could be a big market in mega cities for instance. If not, [since] the cars [come] with a high cost for the batteries, it’s very difficult to reach customers,” Horn said.

He went on to further explain that a diesel-powered Golf TDI still makes more sense than an electric Golf to most buyers.

“If you look at the range of a [Golf] TDI compared to an e-Golf they are both great cars but usually the customer will go for a TDI.”

For now Volkswagen has no plans to bring the e-Golf or e-Up! to the Australian market.

VW Gran Turismo concept – the next Scirocco?

The list of car makers developing new digital concepts for the upcoming Gran Turismo Vision game continues to grow, with Volkswagen this week joining the likes of Mercedes, Lexus, Toyota, Honda and Subaru.

And, while Mercedes is unlikely to put its big coupe concept into production, a number of the new concepts - such as those from Lexus and Subaru - appear suggestively production-minded.

So then, could this latest offering from Volkswagen, hinting at a compact and a low-slung three-door hatch, be the first preview of the company’s next-generation Scirocco?

An update or facelift to the current Scirocco is known to be nearing completion, with a rumoured debut date set for March’s Geneva Motor Show.

The first (1974-82) and second (1982-92) generations of the Scirocco were huge successes in Europe and the USA, but were not sold in Australia. After a sixteen year break, the third generation Scirocco appeared in 2008 but took until 2011 to go on sale in Australia. In spite of its great looks that still turn heads, it’s beginning to show its age and reports point to a 2017 launch for an all-new model.

The sleek new hatch teased today, ostensibly a digital sports concept designed specifically for Gran Turismo, could in fact be our first look at the next Scirocco.



Riding on a short wheelbase and showcasing a low-cut glasshouse, the concept shown here would appear to be an ideal ‘lifestyle-focused’ companion to the Golf range. Stay tuned for more information.

The Toy Department.

In keeping with the theme of the VW Passat celebrating 40 years of motoring in Australia, here are some VW Passat models for your collection.

Early day Passat model cars in the beginning were very limited. In fact Lesney-Matchbox never produced a Passat, nor did Mattel Hot-Wheels ever make one (that I can recall).

Early Passat diecast models were made in Germany by Siku and Schuco, and in China by Tomica. Even then many manufacturers focused on the wagon variant, with Schuco being the only one that released a sedan.



It is not until the late 1990s that we saw some later models made in 1/43 scale by popular companies like Vitesse, and Premium Classixx and Minichamps as illustrated below.



This month we focus on the early days of when the first generation Passat was released (in 1973 in Germany, and

1974 here in Australia). In keeping the retro colour themes of the time these came out in vibrant bright green, orange and yellow.

The Siku model in green has the the most popular of the time also in green and wagon variant. This actual diecast model in 1/64 scale in Mint condition I recently saw on eBay selling \$100.



The other released versions of the time were the Polizei car and ADAC traffic Patrol Car, which you can see on the next page.

We will feature other and more up to date models in the coming editions.

Tony Bezzina
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Joe's Tamworth trip.

Country music was in full swing again this year at Tamworth, from the 17th January to the 25th, and for the first few days the temperature was in the high thirties. I left on Wednesday afternoon the 22nd, cloudy and cool weather and spend the night at the Burning Mountain rest area which is about 88 km from Tamworth.

I arrived in Tamworth on Thursday morning at 9.20am, 383 km via the M2 and Wollombi. In Peel St I met a friend and together we headed to the Shopping Plaza to see Chad Morgan, still going well at the age of 80. He will be 81 on the 12th of February. Dick Smith turned up from nowhere



and he got up on stage and told the audience what a great legend Chad was; has been performing for 60 years; the oldest Aussie entertainer who can still attract a crowd singing racist and sexist songs and get away with it. Political correctness doesn't exist with Chad.

Anyway afterwards I introduced myself to Dick Smith and asked him to come out to the car park to autograph my Kombi, which he did and then he asked me if I could give him and his wife Pippa a lift to town. I said "No problem, but the back seat is turned into a bed so your wife will have to 'lie in bed' if you know what I mean." He was ok with that! Apart from being a businessman and adventurer, Dick is also a car enthusiast. He entered in the first 'Bourke to Burketown Bash' in 1985 – but he drove an EH Holden, not a Volkswagen.



On Friday I spent the morning in Peel St listening to the buskers, and Lee Kernighan was there too doing a few songs. I didn't get a chance to talk to him with the big crowd around him. I knew that Adam Harvey was also in Tamworth but I didn't see him this time.

I left Friday afternoon, but this time I took the road to Nundle, the little gold-mining village. Once past that town, the road was very steep almost all the way to Hanging Rock (no not the famous one from the movie, that one is in Victoria. This one is a gold-mining town). The Kombi was in second gear for most of the time; just as well the weather was cloudy and cool conditions, kept the oil temperature down. From Hanging Rock to Thunderbolts Way (the sealed highway from Walcha to Gloucester), it was all dirt road, about 53 km.

Whilst driving on Thunderbolts Way I got hit by a rock. I saw it flashing in front of my eyes and it made a big bang on the front of the van. I was travelling at 95 km/h; I don't know how fast the stone was going, but I was sure it made a dent and cracked the paint. However much to my surprise, when I arrived home and removed the black bra, not a dent, nothing! - the bra saved the day.

The trip home via Nundle was 479 km.

Joe Buttigieg



Duke's Day. Saturday 11 January.

The Hawaiians invented surfboard riding – Captain Cook observed the natives riding the waves on his visit there in 1777. It was a Hawaiian who introduced surfing to Australia, the legendary Duke Kahanamoku.

He was born in Honolulu in 1890, and like his father was named after Prince Alfred the Duke of Edinburgh, second son of Queen Victoria, who had visited Hawaii in 1869 (Sydney's Royal Prince Alfred Hospital is also named after him). He grew up at Waikiki and by 1911 could swim 100 yards in 55.4 seconds – in the salt water of Honolulu Harbour. This was a world record and he easily qualified for the 1912 Stockholm Olympic Games. He won the 100m freestyle gold medal, and silver in the 4x100m relay for the USA.

In the 1920 Olympics at Antwerp he won gold in the 100m freestyle again, plus gold in the relay. At the 1924 Paris Olympics he won silver, beaten in the 100m freestyle final by Johnny Weissmuller. He then played water polo for the USA at the 1932 Los Angeles Games. In the 1920s he moved to California, appearing in several Hollywood films, teaching swimming and doing surf rescues. He was the very first inductee into both the Swimming and Surfing Halls of Fame.



In between his Olympic appearances, he travelled the world giving swimming and surfing demonstrations. He visited Australia, and on 23 December 1914 gave a demonstration of body surfing at Freshwater Beach. On 14 January 1915 at Freshwater he gave the first ever demonstration of surfboard riding in Australia, using a 30 kg wooden board he made

himself from a sugar pine plank. Duke easily made his way through the break and quickly picked up a wave. Happily entertaining the crowds he rode the wave across the bay and continued to delight with headstands, and the first seen tandem demonstration with 15 year old local Freshwater girl Isabel Latham. This historic board still exists, enshrined in a glass case at the Freshwater Surf Club.



Duke lived a passionate life devoted to the concept of Aloha which embodies kindness, unity, harmony and humility. Legend has grown larger than the man. For Australia, and especially the Northern Beaches of Sydney, Duke shared his skill and inspired generations of surfers and surfing champions. He made a nostalgic trip back to Australia in 1956 during the Melbourne Olympics, and again surfed at Freshwater Beach. He died in Hawaii in 1968, aged 77. Today there is a monument and Duke statue on the headland at Freshwater.

To celebrate the legend of Duke Kahanamoku, since 2011 Freshwater Surf Club organise an annual Duke's Day, in January, to celebrate the evolution of surfing, honour the environment and Duke's Aloha spirit. As part of the surfing culture, they want a display of Kombis to be part of the day.



We received their invitation on our webpage with less than a week's notice, too late to make last month's magazine. However I decided to make the effort to go along and fly the Club VeeDub flag. I had my Kombi washed and polished on Friday afternoon, then drove to Collaroy to see a movie at the historic cinema, enjoy a pizza and camp by the beach. It was great to doze off to the sound of the waves breaking.

On Saturday morning I drove the short distance to Freshwater, arriving at 6:30am. There were already about eight Kombis there, none of which I had ever seen before, and nor did I know the owners! It was fun to stand and chat – they were all from the Kombi Club forum, with little or no knowledge of our club and its activities. We were marshalled into our parking spots, right behind the Freshwater Surf Club in a line, at 7:30am. We had a selection of some nice T1 splitties, lots of T2 campers, and several later model T3s. We



even had a T4, and a new T5, come by during the day. And there were some nice American classics too, including a red Ford T-Bird with 'FUN' number plates!



It was a very hot and sunny, with streams of passers-by all day. It was a combination of a surf carnival with local fete, markets and car show. I must have given out 20 or 30 club membership forms, as all the Kombi Club guys were keen on coming to our events – especially the VW Nationals. There were also dozens of passers-by who “used to own a Kombi.” I had numerous people tell me that they “recently stopped making them.” I had to explain that the Brazilian Kombi was very different to ours – and that VW DOES still make Kombis - just that they are modern T5 models now.

In the afternoon the Freshwater Club secretary came by and introduced himself. He thanked the Kombi owners for supporting the day. He said NEXT year, as the 100th



anniversary of Duke’s surfing at Freshwater, would be huge. I gave them a Club VW brochure and he promised to give more notice for next year’s Duke’s Day, and looked forward to more Club Veedub Kombi owners next time.

By 3pm people were starting to pack up and go, and in spite of wearing a hat all day, lots of sunscreen and keeping in the shade as much as possible, I could feel sunburn and heat fatigue coming on. I packed up and headed home, inviting all



the Kombi Club guys to check out www.clubvw.org.au and come to some of our runs.

It was a very enjoyable day, and great to meet other VW enthusiasts I didn’t previously know. You can check out more of Duke’s Day at their website, www.dukesday.com

Phil Matthews





VW Watercooled Summer Cruise. Sunday 19 January.

Amazingly, this is the eighth year of the annual VW 'watercooled' Summer Cruise. It gets its name from Aaron's vwatercooled forum, not from the VWs taking part – it's open to all VWs, water and air-cooled. Last year the event raised a shade under \$200 for the Cancer Council; could we double that this year?

Aaron didn't get to go on the cruise; he did all the set-up work with the Club marquee and the BBQ at Stanwell Park in the morning. He packed his T5 and the Club trailer the night before. Packing the drinks took 20 minutes. Double-checking else is packed - 15 minutes. Juggling his other VWs and hooking up the Club trailer - 5 minutes. Rewiring the bloody trailer lights at 10pm – rather longer. Looks like we need to spend some money on the Club trailer.



Aaron picked up the fresh rolls and ice on Sunday morning and headed to the picnic grounds at Stanwell Park. He was there at 9am and got everything set up.

Meanwhile for everyone else, the starting place was the usual Uncle Leo's Caltex servo at Liverpool. This year our president Steve Carter led the cruise in his orange Superbug, which went down the highway to Campbelltown, then Appin to Bulli Pass, and along Lawrence Hargrave Drive and the Seacliff Bridge to Stanwell Park. A few VWs were waiting to join at Appin; some early birds went straight to Stanwell Park.



It was a warm sunny day and everyone enjoyed the drive. It was great to see such a good turnout, and mix of old and new VWs. We lost count at 30 VWs. Everyone enjoyed the BBQ even more!





A few people suggested driving home via the twisty roads of the Royal National Park – hoon heaven. But unfortunately there was a motorcycle stack just near the entrance when a few were leaving at around 2:30pm. So most drivers ended up going back home along the Princes Highway. A few drivers ended up heading down the coast to Albion Park, up the Macquarie Pass via the Highlands then back through Appin to Campbelltown to complete a full circuit.

Another great day today, thanks Aaron for getting it going and organising as always and the others helping out. Thanks to people on www.vwatercooled.com.au for the stories, and also to Peter James for the photos.

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Australia Day CARNivale.

The day started out pretty bleak with a really overcast day, but even the weather couldn't keep hundreds maybe even thousands of people away from the streets of Sydney on Australia Day.

What used to be the NRMA Motorfest is now the Australia Day CARNivale, organised by a private company called Supercar d'Elegance, along with the Australia Day



Council and the City of Sydney. Entry was by invitation only (people who attended in 2013). I was lucky to get Dave Birchall's ticket.

Our cars were photographed all day long from beginning to end. Many admirers strolled the streets mesmerised by their dream cars. A great day had by all, even though the car owners were on edge most of the day with



prams scooters and Aussie flags coming quite a bit too close for comfort.

An excellent effort really from everyone in the club for looking after each other's cars. Now I know why Dave gave us his ticket. Thanks Dave, thank God it's only once a year.

Craig Adams



Newcastle all-German Car Show. Saturday 1 Feb.

Here are some photos of the Newcastle All-German day that I attended today. It was organised by the Mercedes Benz Classic Car Club.





The day was good - warm, good company, good German food and lots of VWs.

Tony Bezzina

The Big Fight.

Next month marks the 40th anniversary of the VW Passat's introduction to the Australian market, in March 1974 (eight months after it appeared in Germany). And last year the Passat passed 20 million vehicles produced, over seven generations. Next year it will pass the Beetle's 21.7 million total, to become Volkswagen's second best-selling model ever (the Golf has passed 30 million). Next month we'll have lots more Passat stuff to celebrate these milestones.

But you might wonder exactly why Volkswagen changed completely from air-cooled rear-engine rear-drive, to water-cooled front-engine front-drive. As it turns out, VW had no choice. Without the Passat, and later the Scirocco, Golf and Polo, Volkswagen would have gone bankrupt and we would have no VW company today.

Here is the story of VW's upheaval and the new models, as told at the time – Ed.

Motor magazine UK, September 1976

Heavyweights never come back, they say. But VW won - even though it took four managing directors, 40,000 redundancies, huge loans to finance massive projects like the colossal proving grounds at Ehra-Lessien, an about-turn in technical thinking and five new models to become European champions again. It was a miracle recovery.

The first of three hammer blows to hit Volkswagen had been seen coming for some time. By the early 1970s, Volkswagen was a monolithic organisation building a single model in enormous quantities. At its peak, no fewer than 3,000 Beetles a day were being made at Wolfsburg, plus another 2,000 a day at other plants. But the Beetle was basically a 1938 car, albeit much refined and developed down the years, and there was bound to come a time when it would suffer the fate of the second most successful car of all time, the Ford Model T.



What would happen when motorists throughout the world tired of this old design and ceased to buy it? As Beetle production exceeded the 18 million mark, there was always this nightmare in the background.

Tweedy Professor Heinrich Nordhoff, a great admirer of England and a man who spent his holidays making wild life films, was fully aware of this threat to the vast company he had largely created out of the ruins of post-war Germany. As an ex-Opel man he had looked with some scorn on Hitler's

project for a People's Car, but he accepted the request of the British Army to take over the running of VW largely in order to eat. What he found at Wolfsburg in January 1948, was a plant 60 per cent destroyed by bombing in which, under a British Major using displaced persons, had succeeded in building 8,987 vehicles the previous year.

With the accent always on output, production grew from 19,244 in 1948, the first year of Nordhoff's administration, to 1,650,487 in 1966. Then in 1967 came the first signs of the coming storm.

New economic measures in Germany at the end of 1966 gravely affected the home market, and Beetle sales slumped. VW went on to short time and the company was criticised by Herr Straus, the Finance Minister, and by shareholders at the AGM for the lack of new models.

The bigger Type 3 1500 had been introduced in 1961, and Porsche had a contract to design and build new VW prototypes at regular intervals. To counter criticism of his single-model policy Professor Nordhoff showed the Press a collection of 36 VW prototypes. But, like the VW 411 being readied for production the following year, they were all just Beetles in new clothes, cars powered by air-cooled flat fours.

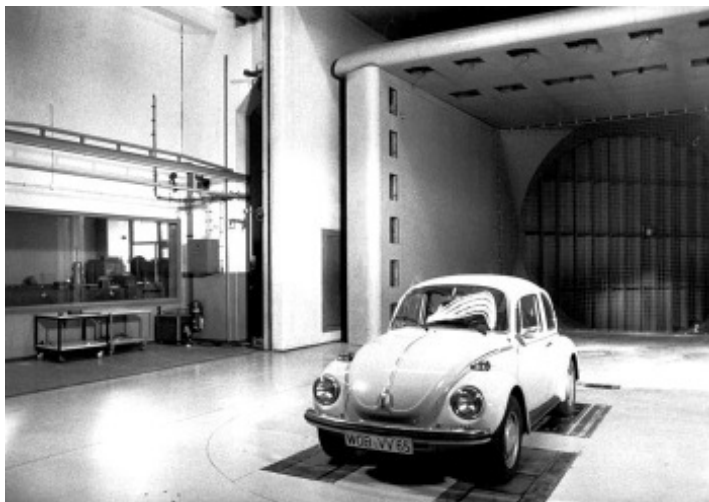


A further sign of the times was that VW's share of the expanding home market had been falling steadily. Nordhoff had, however, already taken two vital steps to lessen the total dependence of VW on the Beetle. In January 1965 VW had bought from Mercedes a 50.2 per cent stake in Auto Union, stopped the production of two of their three two-stroke DKW cars and used their Ingolstadt plant for assembling Beetles.

Towards the end of 1965, VW introduced the first post-war Audi, which in effect was a four-cylinder four-stroke water-cooled engine, designed by Mercedes during their ownership of Auto Union, installed in the DKW F102.

VW had now gained a medium range car that stood more chance of picking up sales than the VW 1500. Moreover, they had also gained a design team headed by the very talented Dr Ludwig Kraus.

VW's engineering department until then had been surprisingly small for the size of the company; there was no need for a big team to modify an existing model and create prototypes that never went into production. VW relied to a great extent on their contract with Porsche for new prototypes. If, however, the Beetle's time was running out, then a big new engineering department would have to be created. In 1965, VW began to build a big new engineering centre, starting with one of the biggest and most advanced wind tunnels owned by any car manufacturer anywhere in the



world. The scale of the wind tunnel was a harbinger of what VW were planning, for it was followed by a massive new engineering and styling centre away from the main plant at Wolfsburg, which in turn was followed by the new proving ground. Hitherto, VW had relied on the small test track that wound its way through the woods behind Wolfsburg, but the new proving ground was one of the biggest in the world.

Thus VW was building up the facilities that would make possible the designing, building and testing of the New Generation of cars destined to succeed the Beetle.

The 1967 crisis had also put some doubts on VW's management. VW has an odd history. Hitler initiated the project in 1934 as a state-owned venture to provide cheap cars for the German people, who subscribed around £18m in a weekly payment scheme, but who never took delivery.

At the end of the war, ownership of the company passed to the Control Commission which operated the factory and today is given credit for initiating the very satisfactory union-management relations. Then in 1949 a trustee Board of Control was established in which the Federal German Government, the Government of Lower Saxony, the management and the workers shared control.

There were no shareholders to be paid dividends, which meant the entire profit could be ploughed back into expanding the company's plant.

For many years the future ownership of the company remained in doubt, for survivors of the 336,000 people who before the war had paid £80 a head for a VW fought long and bitter court battles either to get their money back or a free Beetle. They claimed that the trustees were not the legal owners of the company and therefore could not decide its future. But they lost their fight. In August 1960, Volkswagenwerk AG became a public company, but with Federal Government and the Government of Lower Saxony holding DM240m of the total capital of DM600m.

The Government therefore retains a very big stake in VW; on the 21-strong Supervisory Board of Directors are two members from the Federal Government and two from the local government of Lower Saxony. Many of the other members are bankers but there are seven workers' representatives, one each from the six major plants nominated by the Workers' Councils at these plants, plus Eugen Loderer, chairman of the Metalworkers' Union to which most of the VW workers belong.

All major policy decisions are taken by the full Supervisory Board, but normally the four-man Praesidium of

the Board, consisting of the Chairman (usually a Government appointment) Herr Loderer and two others take the day-to-day decisions. But the Board is not responsible for the day-to-day running of the Company. This is the responsibility of the Board of Management whose Chairman, the Managing Director of the Company, is appointed by the Supervisory Board, as are all nine members of the management board.

In 1967 Nordhoff was 68 and thinking of retirement. He was grooming his successor, Carl Hahn, who after considerable success in increasing sales in the United States, returned to Wolfsburg where, as sales director, he introduced American methods. This made him many enemies, and when sales fell in 1966/67 he was the scapegoat.

On 14 April 1967, the Supervisory Board under its Chairman Dr Josef Rust passed over Hahn (who moved to head the Continental Tyre Company) and appointed Kurt Lotz as Nordhoff's successor. Lotz was not a motor industry man, but in 12 years after the war had risen from accounting clerk to Director General of Brown-Boveri, Germany's third largest electrical company.

Lotz was supposed to work alongside Nordhoff for a year, but soon after Lotz arrived at Wolfsburg, Nordhoff was taken ill and died. He was buried like an emperor. So on 12 April 1968, Lotz found himself in sole command and occupying the traditional suit on the 13th and top floor of the tall VW executive building.

Lotz was primarily an organisation man - he engaged outside consultants to investigate and report on VW's structure, which became even more rambling when in April, 1969 VW acquired NSU and merged it with Audi to form Audi-NSU-Auto Union AG. The chief reason for the acquisition was to obtain a fully developed normal car, the K70, which NSU were striving to put into production in spite of being financially crippled by the early woes of the Wankel-engined Ro80. VW modified the K70 to suit their more advanced production methods, then instead of making it in the NSU plant at Neckarsulm, built a huge new factory for the car at Salzgitter.



So now VW had the Beetle as its mainstay, supported by the Type 3, 411, the Audi 100 and the K70, all competing with each other, plus the VW-Porsche 914 sports car being marketed through a joint VW-Porsche company. Demand for the Audi, incidentally, had outgrown the production capacity at Ingolstadt by 1970, so an additional production line was set



up at Wolfsburg, the first time that front engines and water cooling had invaded the Beetle's temple.

On the surface the model situation was thoroughly messy, and at the 1971 AGM in June Lotz faced sustained criticism from the shareholders, especially as VW profits had slumped by 42 per cent in 1970 even though production and sales had increased by six per cent. Internally, though, most of the major decisions on the New Generation cars, which had been under wraps since late 1968, had been taken by the middle of 1970. They were still four years away from production, however, and Lotz fell victim to the general dissatisfaction. On 1 October 1971 he resigned, and was replaced by Rudolf Leiding.

In complete contrast to Lotz, Leiding was an automobile man to his finger tips. He joined VW as an engineer in 1945, took over Audi which was then making a loss and made it profitable, then did a most successful stint as head of VW in Brazil.

It is ironic that Lotz, who was recruited from outside VW in order to broaden the outlook of a somewhat claustrophobic organisation, should have failed whereas Leiding, a VW man through and through, succeeded. But Leiding was not simply a VW man; he was very much an Audi man too.

He inherited a pretty desperate situation. VW sales in Germany had remained static even though the market was expanding, so that their share of the market fell steadily from 29 per cent to 22 per cent. Even more alarming was that sales in America - in which VW were selling more cars than on the home market - were also on the decline.

Moreover, although turnover increased yearly, profits fell from DM388m in 1968 to DM147m in 1971. There were two reasons for this. First, all the cars, including the new K70, were expensive to make, even in the highly automated VW plants. Secondly, the mark had been revalued upwards in October 1969 and then allowed to float. So as the mark rose and the dollar sank, German cars became ever more expensive in America - and other export markets too.

Meanwhile, the company was spending money like water on the development of the New Generation cars when it was no longer making money. So Leiding decided to cut the investment programme where possible. The first casualty was the new small AL266 mid-engined saloon of advanced design which Porsche had developed for VW and for which tooling had already been ordered.

Then Leiding rationalised the New Generation programme into a series of Audi-based cars using many

common components, pouring money into this programme in a desperate effort to speed it up and get the new cars on to the market as soon as possible.

It was a desperate race against time, a race to bring in the new car before sales of the Beetle sank so low that the company could no longer survive.

By the end of 1972 it looked as though they were going to win that race. Both home market and US sales were down on those of the previous year, but profits were up and, most important, the first of the New Generation cars, the EA 400, marketed as the Audi 80, was announced in July, 1972 and went into production at Wolfsburg as well as Ingolstadt. It was powered by the new overhead camshaft engine, which was to feature in so many of the New Generation cars in either 1296 or 1470cc versions.



The Audi 80 was an instant success, as was the VW version called the Passat, with a fastback body styled by Giugiaro. Leiding was very interested in styling, and greatly expanded VW's own styling centre. The Passat was introduced in June 1973, and with the increased demand for its cars VW expanded its total labour force from 149,000 to 161,000.



But then came the second crisis. In the autumn of 1973 the Arab-Israeli War and the consequent Arab oil embargo plunged the motor industry of the world into recession. Both home and export sales slumped disastrously. Once again VW was running at a loss, still with three vital new models to bring into production.

Nor did 1974 bring any improvement. In the first quarter, home sales slumped by 20 per cent and US sales by 32 per cent.

Although the outlook was grim, Leiding pressed on with the new model programme. The first of the transverse-



engined cars, the Scirocco coupe, was introduced in March 1974 to be built by Karmann at Osnabruck. It was followed in May by the most important model in the new range, the AE 337 VW Golf (the saloon version of the Scirocco), and designed to be built in greater numbers than the other VW model. Finally, in September 1974, the new small car, the Audi 50, appeared, to be followed by the VW version (the Polo) in June, 1975.



Some surprise was expressed that two such similar cars as the Golf and Polo should be put into production. It was in fact a two-way bet, the Golf being designed by the VW team, the Polo by Audi's men, for it was essential for the future of VW that one or other should be an outstanding success. As it turned out they both were, and the smaller Polo is therefore being used to extend the VW range downwards.

For one of the problems that faced VW was that the Beetle, though not an inexpensive car to produce, was for long regarded as a cheap car at the bottom end of the price scale.

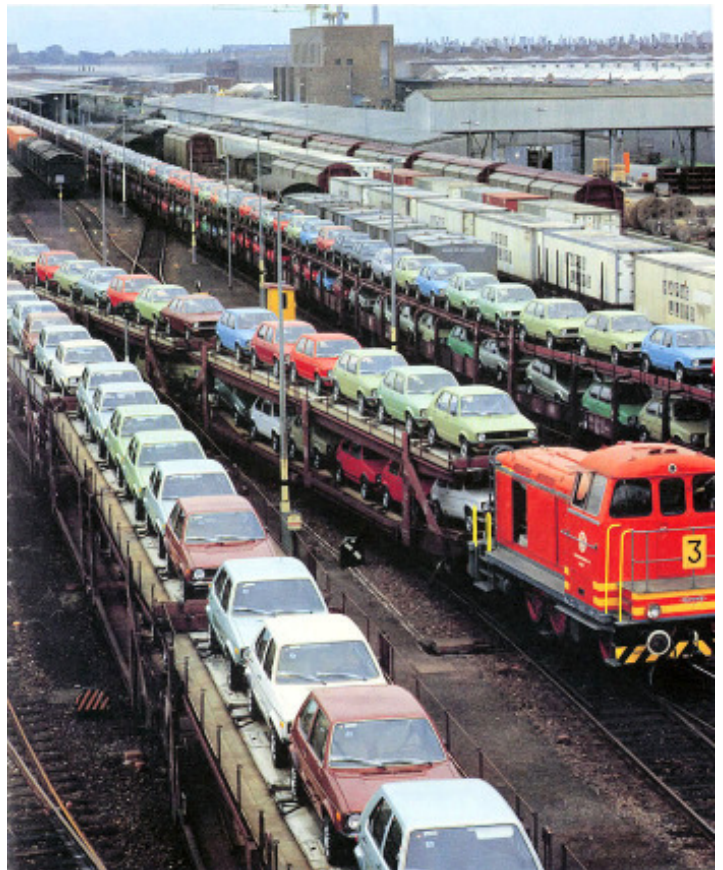


But VW knew that if they were to retain their reputation for quality, the New Generation cars could not be cheap cars.

Another was that it was not just a question of designing and developing new models. To get them into production meant a total reorganisation of all VW production facilities. In January 1974, for instance, production at Wolfsburg was 54 per cent Beetles and 46 per cent Passats. On 1 July, the last Beetle to be made at Wolfsburg came off the line, the last of 11 million to be built there, and its production was moved to Emden.

By the end of 1974 Wolfsburg's production was made up of Golfs (69 per cent), Audi 50 (20 per cent) and Passat (11 per cent). German Beetle production was now concentrated at Emden where 300 a day were built, though total daily production of Beetles throughout the world was still an astonishing 1700 a day.

At Wolfsburg, the old giant merry-go-rounds on which the Beetle bodies were assembled were torn out and replaced by two computer-controlled welding lines, one 80 metres and the other 95 metres long, which between them build 3,200 bodies a day. All the panels for the line are fed in automatically, positioned and welded in place. Apart from inspectors keeping an eye on things, the only man on the job is one armed with a hammer who at one point on the line deals two sharp blows to the roof pressings to hold it in position until it is welded in place.



In four years up to the end of 1974 VW had spent DM2½ billion on its new model range. Yet ever since the autumn of 1973 the company had been running at a loss which towards the end of 1974 assumed staggering proportions, reaching the huge total DM807m (£145m).

Even in 1973 the company, by borrowing money to finance its new model programme, had increased its debts by DM1653m. Little wonder then, that the many bankers on the

Supervisory Board were no longer sleeping very well in December of 1974.

Now, all three crises were hitting VW hard. The huge cost of the new model programme was taking it further into debt; a combination of ever rising production costs in Germany and the fall in value of the dollar relative to the mark - it fell from four marks to the dollar in 1970 to only 2.4 in 1974 - were making VW too expensive in its best market, the United States, where sales slumped by 30 per cent in 1974. Finally the depression in Europe resulting from the oil crisis had also hit European sales.

Leiding reasoned that the only hope of regaining their foothold in the United States, where VW sales had once reached 600,000 cars a year, was to cut their price by assembling them in America.



Firm proposals for a US plant were put to the Supervisory Board by Leiding in September 1974, but they received a very cool reception. The bankers on the Board were startled by the vast sums required to establish the plant - around DM2000m - at a time when the company was already deeply in the red, and both the Government representatives on the Board and the Union representatives feared that a US factory would mean more unemployment in VW's German plant where the situation was already very grim.

In the previous 12 months the labour force had already been reduced by 11,000, from 215,000 to 204,000, and there had been many lay-offs as plants were closed for weeks on end in order to match production to declining sales.

Leiding, a blunt engineer rather than a politician, had already lost the confidence of the unions when during a wage increase dispute; he short-circuited them and made a direct approach to the men. He was therefore faced by a hostile Supervisory Board with opposition from the bankers, the Government and the Unions. His position was well nigh impossible.

In November, the Chairman of the Supervisory Board, Dr Rust, resigned and was replaced by Hans Birnbaum, a move said to have been instigated by the Government. In November Leiding again urged the Board to set up an American plant only to have the plan flatly rejected.

In December, he asked for his contract to be terminated on health grounds. Those who worked with him think he would have made a superb Technical Director for the company but that he lacked the finesse and the political know-how so necessary today for running a major company.

In February 1975, the pictures on the wall of the 13th-floor Managing Director's suite changed to mountain scenes



as the new occupant took over. Toni Schmuecker was just as much a motor industry man as Leiding, having worked his way up from the Ford assembly line in Cologne to Sales Director of Ford of Germany. Then followed a six-year stint as head of the Rhein Stahl shipbuilding and steel group where he turned heavy losses to a modest profitability.

The new Managing Director spent the first months finding out the true situation of the company. It was grim. VW in 1974 had lost DM807m, 30 per cent of its American market and still had 25,000 too many workers in spite of the trimming that had already taken place. Moreover, what with its enormous losses plus its heavy investment in the new model programme, money even for the day-to-day operation of the company was becoming short. VW was down to its last £2m.

The new man also took the time and trouble to talk to his workers and to make sure they knew first hand the true and serious position of the company. Unlike his predecessor, he had been trained in worker co-operation.



When Schmuecker met the Supervisory Board for a crucial six-and-a-half hour meeting on 14 April 4 he already had at least the cautious co-operation of the unions even though he asked for a further 25,000 workers to be shed in 1975 and 1976.

The Chairman of the Metal Workers Union, Eugen Loderer, had flown back to Union headquarters at Frankfurt when first informed of the figures to consult the economic unit there. As the Union owns one of the biggest banks in Germany, it can call on top financial advice.

Loderer was told that there was every likelihood that

the German motor industry would recover from August onwards and that it should not therefore be necessary for a massive redundancy programme. But should the workers organise any militant action by striking or going slow to obstruct a redundancy policy, they would wreck VW.

In the event the Union proved to be right. Although in 1975 VW made a further loss of DM157m, from August onwards it was running at a profit.

Now the cars were selling well, the enormous unsold stocks that built up in the dark days - over 150,000 in the United States - have been cleared, and with a marketing man, at the head of the company the accent is on sales rather than on sheer production.

The days of giantism are gone, and no longer will men be hired as soon as there is an upturn in demand, and just as promptly fired should sales slip.

This long-range labour policy is known as the Middle Line, and of course one end result is that in times when sales are good, there will inevitably be a waiting list for the cars, but VW are now certain that this is preferable to convulsive fluctuations in the labour force.

So far as the future is concerned, it looks as though VW, having survived the traumas, is now again a very formidable company on the world scene. It is a very different company, though, for it is no longer ploughing a lonely furrow building only one very idiosyncratic car. Now it is down in the market place fighting its rivals with competitive cars with a very distinctive family personality.

There has also been a complete change of emphasis in marketing. For the old VW company the major market for the Beetle was the United States, with the European market as a



whole and the home market, in particular, very much in second place. Today, with the ever shrinking US market, VW have been forced to concentrate their sights on Europe and to build European-type cars capable of meeting and beating their European rivals in Europe.

Not that VW have abandoned hope in the United States sales. Far from it. Toni Schmuecker with his softly, softly approach has now secured the consent of the Supervisory Board, including the unions, for the establishment of a United States assembly plant. It has been decided to take over a factory at New Stanton, Pennsylvania, the shell of which was completed as a new assembly plant by Chrysler in 1969 but never equipped. Here, as a result of a programme costing around DM500m, it is expected to begin the assembly of 200,000 Golfs a year in the Autumn of 1977.

So now, with VW having made a profit for the first quarter of 1976 and with its cars outselling all rivals on the German home market for the first six months of this year, VW has made a truly remarkable death-bed recovery.

Philip Turner



Der neue Passat Variant. Die eleganteste Variante eines praktischen Autos.

Der Passat Variant war praktisch immer schon ein Wagen, der das Angenehme mit dem Nützlichen kombiniert.
Erst jetzt der neue. Der ist elegant wie noch nie ein Variant. Mit bodengesteckter Motorhaube und schmalen Kühlergrill, billigen Stoßfängern und tief

heruntergezogenem Bugspolier hat er ein bemerkenswert dynamisches Profil.
Mit aufwendigen Vollschaum-Liesitzen, ausgesuchten Teppichen, neuer Armaturentafel, in der alle Kontroll- und Bedienungs-funktionen konzentriert wurden, und mit vielen kleinen, aber feinen

Details bietet er ein luxuriöses Interieur. Und mit der großen Heckklappe und dem Gepäckraum, den Sie bis auf 1460 Liter vergrößern können, ist er ungeheuer einladend.
Seine Motor-Varianten haben 40, 55 oder 63 kW (55, 75 oder 85 PS), bis zu 173 km/h Spitze und

zum Beispiel beim 63 kW (85 PS)-Motor einen DIN-Verbrauch von nur 8,6 l Normalbenzin auf 100 km.
Sein Fahrwerk mit dem diagonalen Zweikreis-Bremsensystem und dem spurstabilisierenden Lenkerradius ist besonders sicher. Und durch neue Federungsabstimmung und breitere Felgen noch

viel komfortabler und besser geworden.
Kurz gesagt: Mit dem Passat Variant haben Sie ein praktisches Auto in packender Form.

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Passat. Der große Volkswagen.



Blow-by & Band-aids.

Basics

The cylinders of Otto-cycle engines do not form a perfect seal. The piston rings provide a near perfect seal only during the Power Cycle when the pressure of the combustion process is above a given level. Depending on the fit of the parts and their state of wear, gases and finely divided liquids may cross the piston/ring/cylinder interface in either direction.

Gasses that escape past the piston rings or valves FROM the combustion chamber TO the sump or valve gallery is referred to as 'blow-by.' Some amount of blow-by is present in all Otto-cycle internal combustion engines as a by-product of normal operation. The amount of blow-by is determined by a host of factors including, but not limited to, the number of piston rings, temperature differential across the system of piston, rings and cylinder, the fit of the parts, the presence of valve stem seals, and the engine's operating parameters, with more blow-by seen at elevated temperatures and high rpms.

Unless the valves are fitted with suitable stem seals, the intake manifold, exhaust manifold and combustion chamber is NOT isolated from the valve gallery. Blow-by that appears in the valve gallery tends to be extremely hot, easily capable of eroding valve guides and carburizing oil.

The crankcase of all Otto-cycle engines is vented to the atmosphere and meant to operate at atmospheric pressure.

Like all other fluids, the flow of gasses responds to a difference in pressure.

A basic goal of modern engine design is to eliminate blow-by at normal operating temperatures and engine speed. This goal may be attained through the use of shaft- and stem-seals, 'Total-Seal' type piston rings, additional piston rings and controlling the normal operating temperatures to within a narrow range.

All of That and a VW Too

The above should give you some idea why the tree-huggers go zoo when they see an old Volkswagen chugging down the road. The VW engine was designed in the 1930s. Its crankcase ventilation system consists of pumping the air in around the pulley hub and using a road-draft tube to suck it out, along with whatever it happens to pick up such as water vapour, oil vapour and combustion products.

As Volkswagenwerk AG bored and stroked the basic engine, the spew became worse; so bad they were eventually forced to close the road-draft tube with a flapper valve and use the carburettor as the source of suction needed to provide the pressure differential that ensured a proper flow of ventilation through the crankcase. But unlike modern crankcase ventilation systems, the inlet remained unfiltered and always open.

California's effort to require Positive Crankcase Ventilation (PCV) on early Bugs and Buses came to an embarrassed halt after reputable testing laboratories showed the bureaucrat's solution of add-on valves, hoses and temperature sensors more than DOUBLED the engine's emissions.

All modern engines are fitted with shaft seals and any air entering the crankcase is filtered. Volkswagen owners who

liked to play in the sand quickly discovered the practicality of such features and began fitting their engines with shaft seals, commonly called a 'sand seal.'

Sealing the inlet to the VW's crankcase ventilation system dictates the need for an alternative inlet, ideally one that is provided with a filter. After-market retailers provided a number of such devices in which the inlet function was transferred to the valve covers. The stock outlet was left in place. Unfortunately, the purpose of these after-market devices was generally misunderstood by VW owners, most of whom depend almost entirely upon Conventional Wisdom for their automotive information. Most VW owners as well as the 'technical' editors of VW-specific magazines ASSUMED the inlet fixtures were a new kind of OUTLET, disabled the stock outlet and ended up even worse off than they were before.

Since the customer is always right, the after-market suppliers merely shrugged their shoulders and began providing a number of shinier and more complex crankcase ventilation fixtures, all of which were eagerly purchased by mechanically naive owners, praised in the magazines and featured at the car shows and then installed incorrectly. Life is strange :-). In the mean time, real mechanics built their own inlet systems or installed a properly plumbed after-market device (there were several good ones) and got on with the race. Most everybody else began blowing smoke in a major way.

Remember the joke about the idiot carpenter who threw away half the nails he took from his pouch because the point was on the wrong end? Remember how his boss explained that he shouldn't throw them away because they were for the opposite wall? Keep it in mind as you read the following :-)

The usual cause for disabling the inlet to the VW engine's crankcase ventilation system was the installation of a sand seal.

The usual cause for disabling the outlet of the VW engine's crankcase ventilation system was the installation of an after-market air-cleaner or dual carbs, in each case having no provision for the outlet hose.

The punch line is that once the crankcase ventilation system had been disabled Volkswagens began blowing their oil overboard. And of course, since the PERCEIVED problem was 'blowing oil overboard' the obvious solution was some kind of vapour separator; an oil recovery system. Which as you've probably guessed, the after-market retailers were quick to provide, along with boxes of nails for the Opposite Wall :-)

Wheat/Chaff, Men/Boys, Fact/Fiction, Oil/Vapour

One of the funniest lectures I ever heard in my entire life was a VW 'expert' telling a bunch of people that if your 1600cc engine was turning 4600 rpm, then it was producing exactly 53 horsepower. No exceptions. God Has Spoken.

Here's the Real World version: The amount of power produced by your engine at ANY rpm is a function of its volumetric efficiency, which to save time you may think of as the position of the throttle. Throttle wide open? Then the cylinder is going to draw in a larger charge than if the throttle were barely cracked. Volumetric Efficiency defines the ratio between the maximum possible charge (100%) and how much the cylinder actually manages to suck in. The actual amount is

sometimes referred to as the Effective Volumetric Efficiency or EVE. (I'll get to Adam, Seth and the boys in a minute :-)

Have trouble getting a grip on this concept? Think about rolling down the road, lightly loaded, no wind, doing a steady 50 km/h. Do this on a chassis dyno, it will tell you that you're putting out between seven and ten horsepower.) Then a Hill comes along (dreaded object for any VW owner). If you want to keep doing 50 km/h you gotta keep pushing down on the accelerator pedal. If the hill is steep enough you'll soon find the pedal flat to the floor. Your temperatures are starting to head for the red. The throttle is WIDE OPEN and you are only doing 50 km/h. The engine's rpm has NOT changed - but the engine is producing the maximum amount of power for those conditions. How much is that in horsepower? I dunno... 25, thirty... around there. Truth is, horsepower isn't what you should be concerned with; you should be looking at your head temps and your manifold pressure. But one thing I can guarantee you: If you just sit there, foot flat to the floor, watching your speed decay, you're going to trash the engine.

EVE for the air cooled Volkswagen ranges from about 10% at an idle to about 60%. (And that may help you understand why I've spent so many years trying to improve the volumetric efficiency of this particular power plant.)

You need to understand this because the problem of blowing oil is related to Maximum Output. The tricky bit is that Maximum Output may occur at less than 3,000 rpm in a flying Volkswagen but over 6,000 rpm in one with wheels. And if you really believe in equal power for equal rpm, in horsepower instead of thrust and the Tooth Fairy instead of slipping the kid a buck, you may as well toss this aside right now because nothing that follows will make any sense to you.

Maximum torque occurs at the point of peak volumetric efficiency. You may consider the former as the product of the latter. Peak volumetric efficiency occurs when the chamber is filled as full as possible under the existing circumstances, you light the fire and are rewarded with a specific impulse of the greatest possible magnitude and duration; lotta fuel means lotta fire; fire means heat; heat means pressure and the leg-bone is connected to the knee-bone.

Still with me? If so, you will see that the VW is blowing oil because of the high rpm, peaking temps and so forth. He's a long, long ways away from his maximum volumetric efficiency but has managed to reach maximum output relative to rpm.

What it boils down to is an engine lacking a proper crankcase ventilation system. It's maxed out for rpm, hotter than it should be, thrashing most of its liquid oil into hot vapor. It's got some blow-by but it ain't all that serious because the effective volumetric efficiency is right down near the bottom of the scale, not because the throttle is closed but because of the inertial mass of the fuel/air charge; at high rpms the cylinder doesn't have enough TIME to suck in a big charge.

So now you want to separate the oil from the vapour. Good luck :-)

You CAN separate oil vapour from air and I'll describe the usual methods in a minute but the whole idea behind everything written up to this point was to help you understand that you're buying a dead horse. Vapour separation AT THIS LEVEL is dealing with the symptom rather than the problem. What you should be doing is addressing the root problem,

which is to PREVENT the vaporization of your oil. But the fact you're here to begin with is good evidence that you are not mechanically adept; that you've probably bought an engine that came with the problems BUILT IN. And if you are not mechanically adept, when it comes to engines you are literally at the mercy of others; a victim-in-waiting with legions of slick hucksters eager to screw you out of your last buck. And your very life, in many cases.

'Nuff of that; you won't believe it until it happens, by which time it will be too late. So let's go sort the wheat from the chaff. Or whatever.

Oil vapour is a generic term applied to everything from smoke to rain. True vapour, which is like smoke, responds best to condensation; chill it, the stuff turns back into liquid oil. Oil that has been divided into minuscule particles is still liquid oil. It may be hot and it may respond to cooling but so long as it is ALREADY a liquid the best strategy is to use its greater mass to cause it to coalesce into a FILM of liquid oil that you may then collect using gravity, centrifugal force, wipers (!) or whateverthell you got.

So whatcha got? Can you drive a centrifugal separator? Prolly not.

If what you got is a bug, bus or airplane, the tactics you can apply to the problem are limited. When Porsche ran into this problem in the late 1950's (i.e., high revs resulting in excessive oil loss through vaporization) they added MORE OIL. Then they bit the bullet and put a vapour separator on the front of the fan shroud. Hot weather, they still blew a lot of oil overboard but so long as they won their share of races nobody gave a shit. (You gotta be a Real Man to drive a sports car, right? :-)

The separator Porsche used was the column-type. Mounting the separator on the front of the shroud kept the thing reasonably cool. As the particulate oil collected on the baffles, it cooled and served as a cool-surfaced collector for the vaporized oil. End result was to reduce the oil loss by about 75%.

The outlet of the vapour separator must go to an area of low pressure relative to the inlet. On a carburetted engine the most logical low-pressure source is above the carburettor. If the vehicle is moving at a fairly high speed you can use a road draft tube; at higher speeds you can rig a venturi in the slipstream.

The oil separator should have the largest possible exterior surface in order to facilitate cooling of the captured oil. Fins would be a good idea. In an airplane you should consider an air blast tube.

Vapour separation occurs at every level within the system. The plumbing runs to the inlet ports should have a constant downward angle toward the source. I've found half-inch or larger 3003 tubing to be the best stuff for the inlet plumbing runs. Hose makes suitable connectors and flex fittings. The liquid oil return line should use regular hose fittings.

The diameter of the column is up to the builder, as is the number of baffles. To fabricate the thing I simply cut a series of angled slots in opposite sides of the tubing. The baffles are trimmed to match the contour of the tube then welded in place.

The idea here is to force the vapour to turn a lot of corners. Oil, either as a true vapour or a suspended particle, has a mass several MILLION times that of a molecule of air.

The air doesn't even notice the corners, other than to spend a bit more time getting from Inlet to Outlet. The oil however sees the baffles as virtual dead-ends and can't help but hit the wall. And that's what you want. Once the oil hits the wall, you got it. Gravity takes over, the oil heads downhill, finds the liquid oil outlet and ends up back in the sump. You want to maintain an adequate head on the return line. Remember, this whole mess got started because the sump was allowed to get above atmospheric pressure. If you keep an adequate head on the return line there may be enough pressure in the sump to prevent the return of the liquid oil.

The effectiveness of the vapour separator is a function of its internal surface area, the number of baffles, the pressure differential and the temperature. To get more length you may have to lay the thing down. The tricky bit here is that if you place it too close to horizontal you will defeat the purpose of the baffles, turning them into oil traps. The thing will fill up with liquid oil, reducing the interior volume and you'll commence blowing oil overboard again. So think it out, especially if the thing is going airborne. Not only must it be functional, it must be able to withstand whatever acceleration you plan to impose on your butt. (Hint: Go for at least eight g's; you can do that much on a bad landing without even trying :-)

Like most other crankcase ventilation systems the one found on the early air cooled engines is a superb bit of engineering. (Indeed, just about everything on the basic VW engine reflects the results of evolutionary refinement during the production of twenty-two MILLION engines over more than half a century of use.) The ratio of inlet to outlet accurately reflects accepted standards for such systems and is very similar to the equation applied to aircraft engine cooling systems. When you modify such a system, or when you add a vapour separator, you must pay the keenest attention to maintaining an adequate pressure differential across the system or device. The basic rule is to keep the outlet larger and at a lower pressure than the inlet. Temperature, the length of your plumbing runs, and a host of other factors will affect the outcome, as does where and how the thing is mounted. The point here is that what works for me may not for thee. Tinker with it. You're the Mechanic in Charge.

Couple of concluding remarks for the Instant Experts:

The use of a synthetic lubricant addresses only the heat-related side of the equation, in that synthetics typically have a higher boiling temperature. Excessive blow-by, itself an artefact of elevated temperature, and any rpm above an idle (when the engine is hot) is more than enough to give you a oil 'vapour' consisting of finely divided particles.

We're talking fog here, okay? Ever seen a real pea-souper? According to NOAA the densest fog on the American continent is the so-called 'Tule Fog' that occurs in the Central Valley of California. And fog is water vapor, right? So how dense is dense? About 900 particles per cubic centimetre.

So that's water. And naturally occurring fog. (You can make a denser suspension using ultrasonics. Very tricky, kinda like cold steam.)

So what about OIL? Well... according to the U.S. Army's kemical corpse, using simple procedures and light oils you can produce colloidal suspensions as dense as 4000 particles per cc. How? Same way you do with your VW engine: Just heat and stir :-)

So what's the major factor, heat or rpm?

Heat. Oh, there's a strong linkage but if you solve the heat problem a lot of the down-stream effects simply don't occur.

"But my 2180 ALWAYS RUNS COOL."

More happy horseshit. If you've followed the instrumentation procedures advocated by Great Plains or John Monnet you're measuring the temperature of the CRANKCASE rather than the oil it contains, and the temperature of the SPARK PLUG rather than the cylinder head.

Volkswagen knew what it was doing when it instrumented its industrial engines and measured CHT for its EFI systems. Measured at the spark plug your CHT could be as much as 85 deg C too low, compared to the measurement point recommended (and used) by Volkswagen, which is a specially cast lug on later model heads. Although they did provide a Service Note explaining how to attach the CHT sensor to the lower exhaust stud on early model heads.

Same problem with the oil temp. If you just screw the sensor into a hole in the side of the crankcase, that's the temperature you're going to get. Volkswagen poked the sensor into the core of the stream of oil being sucked into the oil pump. On average, it reads nearly 50 deg C more than the temperature of the crankcase. And of course, the interior temps of the valve gallery runs about 50 degrees hotter than the average oil temperature.

This is another case of nails for the opposite wall. Wanna sell a kid a junker? Just diddle the speedo so it reads about ten miles per hour faster.

Bottom Line Time

Blowing oil? Then find out why. There are three main reasons: Excessive blow-by at the rings. Excessive blow-by at the exhaust valve stem. Improper sizing of the inlet-to-outlet ratio of your crankcase ventilation system.

A leak-down test will detect the first cause. The wiggle test will detect the second. Direct inspection will detect the third, assuming you know what you're looking for, which is the TOTAL RESTRICTION offered by the outlet of the ventilation system. You could be running hose that is 3/4" in diameter, which should be more than enough. But if that hose is too long or if it has too many bends, the sum of its restrictions may cause the engine to 'see' only a tiny outlet.

Tiny outlet, the velocity goes up. When the velocity goes up so does its energy density, meaning it's now strong enough to suspend and transport oil droplets of significant size, meaning you're going to be blowing oil despite having a big hose.

The stock VW crankcase comes with a very effective oil separator built-in. Pull the dynamo tower and you're looking at it. You can improve its effectiveness by stuffing the space under the dynamo tower with coarse metal mesh, such as a bronze or copper 'Chore Girl' pot scrubber. Not real handy as an oil-filler port since all new oil has to filter its way down through an inch of pot-scrubber but it works a treat at keeping the blow-by dry.

Bob Hoover

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