

# Zeitschrift



Beetle Dune set for production.

## September 2014

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Plus lots more...



The Legend Never Dies

## Club VeeDub Sydney.

[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2014-15.

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<b>General Committee:</b>	Martha Adams Leigh Harris Jeff Swords Eddie Fleita	Shirley Pleydon Ken Davis Sue Monaghan Atakhan Yilmaz
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<b>Registrar:</b>	Iven Laufer	(02) 6254 1142
<b>Merchandise:</b>	Jay Pozzi	jay_1965vw@hotmail.com

## Canberra Committee.

## 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  
PO Box 1340  
Camden NSW 2570

## 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.

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 (2007-on) are available as full-colour PDFs from the Webmaster at the monthly meeting - please bring your own USB stick. These are also available at [www.clubvw.org.au](http://www.clubvw.org.au)

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

## We thank our VW Nationals sponsors:

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Gold Coast Vee Dub	VW Classic Kirrawee
Nulon Australia	VW Magazine Australia
Quik Strip Bankstown	Westside Mufflers

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



# German Auto Display

Sunday 21 Sept 2014

Patrick White Lawns

(beside National Library)

Parques ACT

8am to 3pm

\$5 entry per car

All cars to have a drip tray

Food and drink on sale



Details at [canberravw.com](http://canberravw.com)  
closer to the event

**Club VeeDub**



The Legend Never Dies

Part of the



Club Veedub Sydney Inc (NSW)  
Po Box 1135  
PARRAMATTA NSW 2125

2 May 2014

**You're Invited!**  
**Burwood Festival**  
**CLASSIC CAR SHOW & SHINE**  
**Sunday 21 September 2014 - 10am to 5pm**  
**Burwood Park, Burwood**

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

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

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

To enter, just complete and return the attached entry form by Monday 1 September 2014 and you are booked in. On the day, enter from park Road into Burwood Park; pay the \$10 entry fee, and the volunteers from the Burwood SES will show you where to set up.

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

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

Closing date is Monday 1 September 2014 but don't wait – send you form in now and book your space!

See you there!

Burwood SES  
Show & Shine Coordinators on behalf of Burwood Council  
Phone 9745 1386 or email [Burwoodshowandshine@gmail.com](mailto:Burwoodshowandshine@gmail.com)

**\*\*\* VW drivers must pre-book their place \*\*\***

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# VW MAGAZINE AUSTRALIA

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log onto [www.vwma.net.au](http://www.vwma.net.au)



PRESENTED BY:



Drivers and crew must be pre-entered and paid by Friday September 26th 2014. Late fees apply after this date. The track side dinner function must also be pre-booked by the same date. Camping available overnight from Thursday to Monday for registered drivers and crew. No open fires. No pets.





# Southern Highlands Motor Fest

**Chevalier College,**

**566 Moss Vale Rd, Burradoo**

**9:00am, Sunday 26 October 2014**

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

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

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

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

All enquiries phone Pam on 0438 691 259



**Club Veedub Convoy:  
Volkswagens wanted !**

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



## Von dem Herrn Präsident.

Well, it's been a very wet month. We did have a great turnout considering the dreadful weather for the CMC Shannon's Classic at Eastern Creek, or Sydney Motorsport Park as it's known now. We had spaces for 20 Volkswagens on our usual skidpan area and we did have about eight cars attending, but who can blame onwards for not wanting to take their pride and joy out such awful weather.

Coming in September we have the Burwood Spring Festival Classic Car Show on the 21st at Burwood Park. You'll need to ring at Burwood Council to book your place. Tell them you are with the Volkswagen Club.

Also on the same weekend is the Canberra Autofest on the 20th and 21st September. The weekend consists of a Saturday afternoon cruise and Sunday is the German Autofest car show, at Old Parliament House. \$10 entry for club members. See Bruce's column and the flyer for more info.

Coming up on the October long weekend is the Drag Racing at VW Warwick in Queensland. I and many club members will be attending, it's a great weekend away and Warwick is not that far away.

Then on the 26th it's back down the highway for the Southern Highlands Motorfest 2014 at Chevalier College.

On Friday 5th December is Parramatta VW Display, organised by Parramatta City Council. I urge you to come along and make this event a success,

Keep an eye on the Club Calendar and the flyers for coming events; details are added and changed regularly.

Due to Snap Printing changing owners, missing some pages from the July issue and doing an awful too-dark printing of the August issue, we are moving to new printers this month. Members who get the magazine as full-colour PDF via email are very lucky to have avoided these problems. We normally have a few spare issues for members to pick up at the monthly meeting, if they really want one.

So don't forget the monthly meeting on Thursday 18th September, at the Yagoona Greyhound Club.

See you soon,

Steve Carter



## Kanberra Kapitel report.

Hi everyone, happy Spring to you all. Late last month the Canberra Chapter held a run to Poachers Pantry (just past Hall). Mandy ran the event on the day. There is a report following in the magazine. Attendance was a bit disappointing, but everyone had a great meal and time to catch up with the others. Thank you to those who attended and flew the VW flag.

This month is our carshow – German Auto Display – being held at Patrick White Lawns, next to the National Library in Parkes. A wet-weather location is the Treasury

carpark which is close by. There is a \$5 entry fee. All cars must have a drip tray (regardless of the cars condition). As well as VW, there will be Mercedes, BMW, Porsche, etc. Don't forget that Floriade is nearby and a short walk across the bridge, come along and experience Spring! Attending VWs will need to register at the VW tent once you have arrived, fill in a quick form and the day is yours. I am hoping to get the form loaded to the Canberra webpage soon so that you can have it filled in and ready.

Canberra Committee members have arranged to have a meeting next Monday 8th to organise our Club's involvement in the Display. This will have passed by the time you read this, but you will have received an email about it.

We need volunteers to help raise the Club tent, put signs out, direct entrant vehicles, collect entrant fees, distribute paperwork and so much more.

The Display is the perfect opportunity to dust off and show your pride and joy, especially if it is on Historic plates. Please consider coming along to this meeting and show support for your club and the marquee.

We're organising the events for the rest of the year and will be in contact via email to members. If you have an event you'd like to suggest please contact us, we're open to new ideas and would love to hear from you.

Bruce and Mandy



## Klub Kalender.

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

### September.

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

**Sunday 21st:- Burwood Spring Festival Classic Car Show at Burwood Park. Car show is part of the park festival, with stalls, food, rides and entertainment. Vintage, veteran and classic cars. Club VeeDub will have a Volkswagen display (\$10 entry) but you must pre-book by 1 Sept to enter. Phone the Burwood Council on (02) 9745 1386, or email [Burwoodshowandshine@gmail.com](mailto:Burwoodshowandshine@gmail.com). Say you are with the VW Club.**

**Saturday 20th & Sunday 21st: Canberra German Autofest. Saturday afternoon cruise and sausage sizzle. Sunday is German car show. Drip trays required for all cars, regardless of condition. All displaying cars must register and pay entry fee - Club VW members \$10, others \$15. Contact Bruce (Canberra Chapter) on 0400 119220 for more info.**

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Crows Nest 43 4311; and Bankstown  
—Phone 70 5335.

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

## October.

**Wednesday 1st:- Bug Off! Cancer Cruise**, from Goulburn to Sydney. Meet up with Norm Elias after his Bug Off! fund-raising drive around Tasmania, and cruise together back to Sydney. Meet at the Goulburn at 1pm for a 2pm departure and VW cruise back to Sydney. Phone Norm on 0421 303544 for more info.

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

**Saturday 4th & Sunday 5th:- VW Warwick 2014.** 9th great year! Drag racing at Warwick Dragway, Queensland. Street parade and static VW display on Saturday, 9:30 to 11:00am. Drag scrutineering from 11am to 12 noon, drivers' briefing, then unlimited practice and qualifying from 1-5 pm Saturday. Sunday morning drag practice 9 to 10am, then round-robin drag comp and final. Burnout competition. Many race classes and trophies. Pre-entry by 20 Sept 2014 is mandatory; no entries on the day. For all forms and more info, go to [www.vwma.net.au/warwick](http://www.vwma.net.au/warwick)

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

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

**Sunday 19th:- Hunter Valley Gardens Spring Cruise.** Meet at Stockland Glendale shopping centre carpark at 7am. At 9am join the largest classic car cruise in NSW! A scenic 60km cruise to Hunter Valley Gardens at Pokolbin. \$5 donation entry. 50s-60s music, plenty of food, trophies to be won. Let's see a good turnout of VWs! Phone Glenn on 0418 221462.

**Sunday 26th:- Southern Highlands Motorfest 2014** at Chevalier College, 566 Moss Vale Rd Burradoo. Open to all classic cars, bikes and trucks. Informal show 'n' shine event with trophies awarded to all category winners. VWs old and new wanted! County fair with wood chopping, food stalls,

kids rides and games. Fun for the whole family! \$10 entry. All VW owners welcome. Club VW Convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, at 7:15am for 7:30am departure.

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

## November.

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

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

**Sunday 16th:- Melbourne Day of the VW**, at Yarra Glen Racecourse, VIC. Show n Shine, trade displays, swap meet, and more. Public entry 9am, show entries close 11am. Restored Beetle raffle draw at 2pm. Celebrating 60 years of the VW Club of Victoria. For more information, visit [www.vwclub.com.au](http://www.vwclub.com.au)

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

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

**Sunday 30th:- Jeff And Craig's Pie In The Sky Cruise.** Meet at McDonalds Dural, 286 New Line Rd Dural, 9:30-10am. We will depart at 10.20am to go through the Galston Gorge, up the old Pacific Highway to the Pie in the Sky at 1296 Pacific Highway Cowan. There is lots of parking, lots of food, great look out over Porto Bay. We will have best water-cooled and air-cooled trophies and a lucky dip for the kids. A good drive, not far and good company. Please us know who is coming for numbers for catering. For more info contact Craig on 0404184893.

## December.

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

**Friday 5th:- Parramatta VW Display**, organised by Parramatta City Council. Church St 'Eat Street', between Phillip St and the river, is currently closed to traffic for bridge works. The council has invited us to display our VWs on the closed street, in the middle of a vibrant restaurant precinct. We are invited to display from 5:30pm to 9pm, arriving from Phillip St. Shine up your VW for a warm summer evening

display and large crowds of people to admire your car. All air and water-cooled VWs welcome! For more information, contact Michael Russell (Parramatta Council) on 9806 5824.

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

**Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **This meeting is also the Club Veedub XMAS Party!** Bring a wrapped present (~\$5 value) to receive free drink coupons. Warm nibbles and snacks provided. 8:00pm start.

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

## January.

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

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

**Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

## Marktplatz.

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

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

Non-members please post us a cheque or money order for \$10.00, payable to: Club Veedub Sydney, PO Box 1340 Camden NSW 2570.

## New Ads.

**For Sale:- 1973 Volkswagen 1600 Type 3** squareback automatic wagon. 66846km. Resprayed original colour antarctic white, 4 good tyres, auto trans, eng & trans rebuilt, receipts avail, service records available, msd electronic ignition, standard twin carbs, new 12v battery, runs well, always garaged, 7 mths rego. Pictures available. \$8200 ONO.

Contact Laurence Bestel on 0427 397476 or email [laurieb@netrev.com.au](mailto:laurieb@netrev.com.au)

**For Sale:- 1964 Deluxe Beetle.** The car is turquoise and has many original accessories: roof rack, external sunvisor, 'eyelids', rear window venetian 'blind', parcel shelf, etc. It is garaged and has been very well maintained. I bought the car in 2001 from an enthusiast and, although I too am an enthusiast and love the car, due to a long-term illness, I don't get out like I used to and I would prefer the car to go to someone who would get more use out of it. It has a new battery, is fully insured with Shannons and is registered to 30/06/15. It is located in Hurstville (Sydney). \$6600 ONO. Contact Philip anytime after 12pm on 0433 557 037, or email [philip\\_greer\\_727@yahoo.com.au](mailto:philip_greer_727@yahoo.com.au)

**For Sale:- 1956 fully restored Beetle.** Immaculately restored to original condition. Never had rust so body work is perfect. Manly Tan was the special colour created by VW for the 1956 Melbourne Olympic Games. Drives beautifully, looks brilliant. \$14,000. Call Ray, 0419 200517.

**For Sale:- 1974 L-Bug Red 1600**, New running boards & tail lights, interior in good condition, complete wiring loom recently replaced (now protected by fuse). Engine runs, oxidisation (rust) in the usual spots. Bexley NSW \$1000 – Phone Col on 0409-554-822.

## 2nd Month Ads.

**Wanted: VW owner.** Hello, I am currently working at an aged care facility in Castle Hill. One of the clients completed his apprenticeship through VW and loves the cars. I was wondering if there was someone from your VW club who

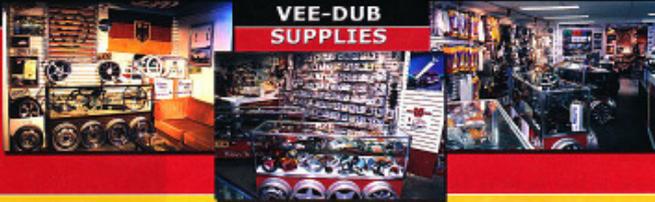


## Trades and services directory.

Unit 1  
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Australia 2194

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might be interested in volunteering to meet with him and talk cars and obviously VW? Many thanks for your consideration of this enquiry. If you are able to help me, please contact me, Ms Renee Smith (Healthstrong) on 0419 265455, or email [renees@healthstrong.com.au](mailto:renees@healthstrong.com.au)

**For Sale:- Volkswagen 1972 Superbug**, White and Blue, new battery, tyres, distributor, registration till 30/03 /15. \$6500.ono contact Alan Craddock, 0412 540854 or (02) 9645 2029.

**For Sale:-** My partner and I are currently selling a **1985 Volkswagen Transporter** Automatic in the area of Cairns. We were wondering if it might interest your organisation or one of your members? You can find a full description of the campervan on Gumtree: <http://www.gumtree.com.au/s-ad/parramatta-park/campervan/campervan-volkswagen-transporter-1985-5700/1052601913> Please, feel free to contact us if you have any question. I wish you a nice day! Miss Lucille Gauthier 0403 572104 or email [gauthier.lucille@orange.fr](mailto:gauthier.lucille@orange.fr)

**For Sale:- 1971 VW Type 3 sedan** (Notchback). I bought this notch a little while ago, owned by the one family since new. But I have too many cars so I decided to move it on. Shantung Yellow, 22,xxx miles on the clock (so it could be 122,xxx), motor runs sweet, manual gearbox shifts nice and is quiet. Has low back front seats that could do with a refurbish, rear seat and hood lining are very good. Slight surface rust here and there, along with the odd imperfection in the body, but overall a straight and honest car. All body marks, notably the scratch in the rear right quarter, are photographed in the gallery linked below. Rego until 29/10/2014 \$4500. Located in Lugarno NSW, call Steve on 0490 020 338 [www.flickr.com/photos/124194716@N07/sets/72157645578723575/](http://www.flickr.com/photos/124194716@N07/sets/72157645578723575/)



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## Canberra cruise to Poachers Pantry.

Sunday 31 August saw 3 VWs meet at a drive-thru in Dickson from where we set-off for a cruise on a highway leading out of Canberra to have brunch. Our destination was a very popular rural eatery called Poachers Pantry, situated on the outskirts of Canberra.

None of us had previously visited this farm-based

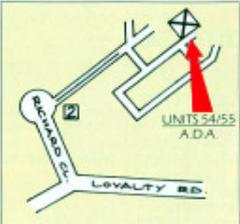
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tourist attraction, and driving along the highway for 20-odd minutes was ok but it was when we turned off and cruised down a country lane, through many mobs of roaming sheep, that we saw what all the fuss was about.

After crawling through the slow moving herbivores we turned left and drove down a long and beautiful tree-lined road before parking amongst many other cars; a sign that pre-booking was indeed necessary.

The old weatherboard cottage is set amongst lovely

gardens and caters for small groups as well as large functions. The tables are situated throughout the open plan cottage and everywhere you look there are shelves and tables full of smoked goods, home-made jams and pickles and locally produced wines such as 'Wily Trout' and 'Fingerlings.' The menu was brimming with dishes that have obviously been developed to suit even the most discerning foodie, and we all enjoyed our chosen meals.

Um, back to VWs! Yes, table conversation revolved around our beloved Dubs, how many we had owned between us, where we acquired our latest one or two or three....etc.

A thoroughly enjoyable morning was had by all and we now look forward to yet another outing in our treasured cars!

Mandy Conway



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## Passat 8.

The new-generation Volkswagen Passat has been revealed, in both sedan and wagon guises, at an official event in Germany.

Internally code-named B8, the new Volkswagen Passat sedan is 2 mm shorter at 4767 mm than the current B7 model, although the wheelbase has grown by 79 mm to 2790 mm. This, according to Volkswagen, has increased the length of the passenger compartment by 33mm.

Measuring 1832 mm wide, the new Passat is 12 mm broader than the outgoing model, but the roof of the new car sits 14 mm lower to the ground, reducing overall height to 1456 mm.



The B8 Passat is an all-new model based on Volkswagen's flexible MQB architecture. The new car weighs up to 85 kg less than its forebear and is said to be around 20 per cent more fuel efficient.

Boot space in both sedan and wagon body styles has been increased. A total of 586 litres worth of stuff can be crammed into the new Passat sedan's boot, 21 L more than possible in the B7.

The wagon's rear cargo bay can accommodate 650 L worth of gear when the seats are up, 47 L more than the outgoing version. A total of 1780 L of luggage space is available when the seats folded down.

When the new Passat goes on sale across Europe there will be a selection of 10 different engines to choose from. On the petrol-powered side of the ledger, power outputs will range from 89 kW to 209 kW. For diesel buyers the most powerful engine has 179 kW of power available.

In Europe at least, the new Passat will be available in front- and all-wheel drive forms.

The new B8 Passat will feature the nameplate's first plug-in hybrid drivetrain. Volkswagen says that the plug-in hybrid is capable of up to 50 km of electric-only motoring on a fully charged battery. The drivetrain is capable of delivering



157 kW of power from its 115 kW turbocharged petrol engine and 80 kW electric motor.

High-grade models in the new range will be equipped with LED headlights, as well LED tail-lights. Inside, the new Passat features air vents which are stylistically integrated into the dividing line between the upper and lower sections of the dashboard.

As part of Volkswagen's desire to push the Euro Passat upmarket, the new car will be available with a wide selection of tech kit. Top models can be had with a fully configurable LCD display, dubbed Active Information Display, in place of the regular instrument cluster.

Parking assistance is bolstered by a bird's-eye camera view, and object detection not just at the front and back, but also along the car's sides. Other electronic helpers include autonomous emergency braking, trailer assistance, and traffic jam assistance, which combines lane keeping assistance and automatic distance control.

The new Volkswagen Passat will go on display at the Paris motor show at the beginning of October. Volkswagen Australia has confirmed the new Passat will reach our market in late 2015.

## VW to become Auto Union?

Global automotive giant Volkswagen Group might be on the brink of world re-branding, with sources suggesting that the German company could resurrect the VW-owned but dormant Auto Union nameplate as the umbrella title for the entire group.

Under such an arrangement, Volkswagen would become the name of the range of VW-badged vehicles, separating the affordable product branding from the overall corporate image.

The theory goes that head office would adopt the historic Auto Union brand that dates from 1932, when four German car manufacturers - DKW, Audi, Horch and Wanderer - joined forces to create a competitor for the likes of Mercedes-Benz.

The famous four-ringed symbol featured on the grilles of all four makes, but the 'Auto Union' name itself was only used on the famous 12- and 16-cylinder grand prix cars that, with Mercedes, dominated racing for five years just before the war.

After the war the bombed-out works at Zwickau in south-eastern Germany was occupied by the Russians, so a new 'Auto Union' was started up in free Western Germany in 1949. Only the DKW brand was resurrected. Mercedes took

over the firm in 1958 and sold some small Auto Union sedans alongside the more popular DKW small cars. Volkswagen purchased Auto Union from Mercedes in 1965 in order to use their production facilities in Ingolstadt to make Beetles, but VW soon launched an updated range of DKW vehicles, and resurrected the pre-war 'Audi' nameplate for them. VW also bought NSU in 1969, and merged them with Audi to form 'Audi-NSU-Auto Union AG'. This was renamed to 'Audi AG' in 1985, long after the DKW, NSU and Auto Union names were no longer used.

VW's Audi-Auto Union purchase saved the entire company from bankruptcy in the early 1970s, when the new Passat, Polo, Scirocco and Golf were launched to combat falling air-cooled sales and stem massive losses. They were based on Audi designs.

The VW company has expanded massively since the 1970s. After Audi was consolidated, VW bought SEAT (1990), Bentley, Bugatti and Lamborghini (1998), Skoda (2000), and Porsche and Ducati (2012). Volkswagen Commercial Vehicles is separate today from Volkswagen (passenger cars), and the company also has majority shares in truck makers Scania and MAN, minor shareholding in Suzuki Motor Corporation, and massive joint ventures with two Chinese companies, VW-Shanghai and VW-FAW.



A move to rename the Volkswagen Group to 'Auto Union' would bring the corporation into line with rival Daimler AG, which sells its vehicles under the separate Mercedes-Benz, AMG, Maybach, Smart, Mitsubishi Fuso, Freightliner, Stirling, Detroit Diesel and Western Star badges.

Volkswagen Group Australia communications general manager Karl Gehling said, "I've never heard the rumour. It's a new story to me, but I'll certainly keep an ear out now."

Audi Australia senior product communications executive Shaun Cleary said that from Audi's perspective, there were no plans to resurrect the Auto Union name, which represents Audi's heritage, especially for racing before World War 2. He said questions regarding Volkswagen Group matters could only be answered by VW.

It is not the first time such historical connections have been proposed. The massive silver Audi 'Rosemeyer' show car from 2000 was a tribute to the pre-war Auto Union race cars, while the suggestion to build an enlarged Audi A8 sedan called a 'Horch' has often been made. It was first proposed to rename the VW Group 'Auto Union' back in 2004.

## Beetle Dune for production.

The Volkswagen Beetle Dune concept that debuted earlier this year at the Detroit auto show will now be a production reality.



The Beetle Dune model showed up as a surprise unveiling at the US show in January. Onlookers were even more surprised when Volkswagen of America suggested a production version of the car was "a lot more feasible" to build than the original New Beetle Dune concept that debuted way back in Los Angeles in 2000.

UK publication Car magazine reports it has been confirmed to make it to showrooms.

According to the report, the Beetle Dune will go on sale in 2016, with the rugged looking, higher-riding two-door model expected to attract a premium of 2800 Euro, which would mean an additional \$4000 over the regular \$30,290 (plus ORC) Beetle should the Dune be sold in Australia.

Car magazine quotes Matthias Zauner, Beetle marketing chief, that the spinoff model will give the brand "proximity to SUVs" with a different bent.

"The difference between the Dune and the base Beetle is almost exclusively visual," Zauner is quoted as saying. "But the more self-assured stance, the redesigned front and rear ends as well as the inspiring crossover character make this version quite special. We believe in fact that the Dune - which will be offered as coupe and cabriolet - is going to be an integral part of the future Beetle line-up."

The Beetle Dune rides 50 millimetres higher than the standard Beetle, and wears a set of 19-inch alloy wheels clad in chunky tyres that "lend an all-terrain look". Its blackened



guards and rear-mounted ski rack further its faux-wheel drive credentials, though the car is actually front-wheel drive only, with a 2.0-litre four-cylinder turbocharged engine producing 155 kW of power and 280 Nm of torque teamed to a six-speed dual-clutch automatic transmission.

Volkswagen Australia public relations manager Kurt McGuinness said the new model may come to Australia.

"No definite plans at this stage, but it is under consideration," McGuinness said.

The Beetle Dune shares its lifestyle 'all-terrain' theme with several other European Volkswagen models, such as the Polo Dune, CrossPolo, CrossGolf and Golf Plus Dune. These models have never been sold in Australia, but a similarly-themed off-road Passat - the Passat Alltrack - was introduced here in 2012.

## Crossblue RHD?

Volkswagen will address a significant hole in its line-up with the addition of a seven-seat family SUV, to be built in the United States from the end of 2016. But whether we will see it sold in Australia still remains unclear.

The announcement comes as small surprise, as VW's two current SUVs are both built in Europe - the Touareg in Slovakia alongside the Porsche Cayenne and Audi Q7, and the Tiguan in Wolfsburg. But it confirms that VW will at last move towards offering a high-riding soft-roader with three rows of seats, a feature the large Touareg and small Tiguan lack.



The seven-seat SUV will be the production version of the CrossBlue concept revealed way back in January 2013 at the Detroit motor show. It will likely be spun-off a stretched version of the versatile MQB 'toolkit' architecture that already underpins the Golf 7, Audi A3, Skoda Octavia and SEAT Leon, as well as the next Passat, Caddy, Tiguan, Touran and Scirocco.

The project will see \$900 million of investment poured into VW's Chattanooga plant in Tennessee, which also builds the US-market Passat. This factory expansion will create 2000 new jobs, Volkswagen of America says.

It will also give Volkswagen some much-needed ammunition in the fast-growing global SUV market against key rivals such as the Toyota Kluger/Highlander, Nissan Pathfinder and Mazda CX-9, especially in the competitive US market where VW lacks a suitable model.

Volkswagen has a relative paucity of off-roaders and crossover SUVs compared to its biggest sales rivals

worldwide; Toyota, General Motors and Ford. Even VW-owned Audi has a larger range of SUVs, with the Q3, Q5, Q7, and A4 and A6 Allroad models.

The CrossBlue seven-seater is one of a raft of imminent new VW SUVs on their way to market in coming years to join the coming second-generation Tiguan (which will offer significantly more cargo space than the current car) and Touareg.

Next on the agenda for the company are the Up!-based Taigun city SUV and the targa-roofed T-Roc sporty urban crossover, which Volkswagen AG board member Heinz-Jakob Neußer recently confirmed would enter production in similar guise to the wild concept.

From an Australian perspective, however, the situation is not so clear. Despite having its figurative hand firmly in the air for the car, Volkswagen's local arm says the car is no sure-thing to enter right-hand-drive production.

As Toyota found when sourcing its new Kluger from the US, convincing a parent company to produce a car in RHD for the relatively small volume it would yield - LHD China and the US will make up the great bulk of sales - is a tough assignment. On the other hand, VW's General Pacheco plant in Argentina makes the Amarok in both LHD and RHD versions for world markets, as does VW's Puebla plant in Mexico with the Jetta and Beetle, so it can be done.

Volkswagen Australia general manager of communications Karl Gehling said that the situation with the CrossBlue was unchanged and that it was "awaiting with interest" - in other words, the company wants it but is not clear on whether it will receive it.

"Obviously we see a position in our line-up for a seven-seat SUV and that's why we're very keen to take this if available, but at this stage it's not available, so we have to just continue to express our interest," Gehling said.

The large SUV segment is a significant one in Australia. One in ten of all new vehicles sold here between January and June (almost 55,000 units total) was a large SUV such as the Jeep Grand Cherokee, Ford Territory, Toyota Kluger, Nissan Pathfinder, Holden Captiva 7 and Toyota Prado.

## Tiguan to get 3 rows.

The VW Tiguan debuted in 2007, and although it received a facelift in 2011 it's starting to get a little tired. Volkswagen is already deep in development on the second-generation model, and company insiders claim that there are both five- and seven-passenger versions in the works.



According to the sources, the five-passenger Tiguan 2 is about a year away from its debut at the 2015 Frankfurt Motor Show. The new compact SUV (or 'CUV', 'Crossover Utility Vehicle' in the latest US parlance) will be based on VW's versatile MQB platform, and its size is roughly the same as the current model. VW will increase the rear luggage space over the current model's 470 litres (or 1510 L with the rear seat folded), in response to criticisms that the Tiguan's boot is smaller than its competitors'.

The even bigger news from the insiders will hit a few months later when a longer-wheelbase, seven-passenger Tiguan with three rows of seats is unveiled at the 2016 Detroit Auto Show.

But here's where it gets interesting. VW CEO Martin Winterkorn announced at the 2014 Detroit show that the larger Crossblue was coming to the US in 2016 (see previous news item). In concept form, it also used the MQB platform and seats seven. It seems rather odd for an automaker to introduce a pair of three-row CUVs, on the same chassis, in the same year, both in the USA.

It's possible that they could be one and the same - that is, the upcoming Crossblue SUV will just be a stretched Tiguan. More likely, they will be two different vehicles, and the smaller Tiguan will have a much smaller, occasional-use only third row. Nissan offers its Rogue compact CUV with three rows, and also markets the much larger three-row Pathfinder (though admittedly they aren't on the same chassis).

With the current Tiguan the second-most popular model in the Australian range (after the Golf), and VW Australia keen to get the Crossblue 7-seater, it's certain that a stretched Tiguan would be a welcome addition to the Australian range when it appears.

## Fiat takeover denied.

A German magazine has reported that Volkswagen Group is looking at either a complete or partial takeover of the newly merged Fiat-Chrysler Automobiles, but company executives are denying the story.

Manager Magazin said boardroom level talks between the two car-makers had started, although both Volkswagen and Italian-American car-maker Fiat Chrysler have since denied any negotiations have taken place.

The magazine story quoted unnamed sources who claimed VW chairman Ferdinand Piech had approached the Agnelli family, a 30 percent shareholder in the FCA group to discuss the possibility of a merger. Fiat-Chrysler also includes the brands Jeep, Dodge, Ram, Mopar, Iveco, Alfa Romeo, Lancia, Maserati, Arbarth and Ferrari. The Plymouth brand was retired in 2001, while Fiat has retired Autobianchi and Innocenti. Fiat also owns Magneti Marelli, which makes automotive components branded Carello, Cofap, Solex and Weber among numerous others.

According to the article, the takeover of Fiat-Chrysler

would help Volkswagen gain a strategic foothold in the US via the Chrysler brand. This is an important strategic move for VW, which has struggled for sales in the USA since the air-cooled era. In recent years the New Beetle and US Passat have boosted market share to around 3%, but VW's share in North America has declined again over the last 12 months.



Reports of Volkswagen buying Chrysler first appeared in the early 1980s, when VW's first US plant was operational and Lee Iacocca was attempting to rescue Chrysler from bankruptcy. Chrysler ultimately recovered, taking over the profitable AMC-Jeep, and in 1998 merged with Daimler-Benz to form Daimler-Chrysler. This came apart in 2007 and Chrysler almost went bankrupt in 2008, bailed out (along with fellow US makers GM and Ford) by US Government assistance. Fiat and Chrysler merged operations in 2009, with Fiat gradually buying all Chrysler shares and taking full ownership in 2014.

Volkswagen has previously expressed an interest in buying out Fiat's stake in Alfa Romeo, but in spite of their financial problems at the time, Fiat refused to sell. The newly formed Fiat-Chrysler Automobiles have since laid out a comprehensive new-model roll-out with platforms shared between the Italian and US divisions.

A Volkswagen spokesman told Reuters that the German brand was not in any merger talks with competitors.

"There are currently no M&A (merger and acquisition) projects on the agenda," the spokesman said. "We are now focusing on boosting efficiency across the group."

The Agnelli family's investment-based holding company, Exor, also issued a statement denying any talks had taken place.

Volkswagen is sitting on more than \$A25 billion in cash reserves thanks to its recent market strength from most of its brands, especially Volkswagen and Skoda, and premium brands Audi, Lamborghini and Porsche. Only SEAT continues to struggle, with sales dropping 40% from 2000's level and recording a 36 million Euro loss for the first quarter



of 2014.

The Fiat merger story also flies in the face of comments earlier this year from VW chief executive Martin Winterkorn, who specifically said the group had no plans to expand its brands beyond its current crop of 12 (including truck makers Scania and MAN).

Volkswagen is still enjoying slight growth in Australia, with sales up by 3.3 per cent for the first six months of this year compared with the first half of 2013.

Fiat Australia is enjoying strong growth this year after a market repositioning that has seen it snare almost four times the number of sales so far in 2014, while fellow Italian marque Alfa Romeo has almost doubled sales using the same strategy.

Chrysler-Jeep-Dodge, meanwhile, has slumped 17.6 per cent in Australia compared with the first half of last year.

## VW No.1 in China.

Volkswagen has the top four best-selling models in the huge Chinese passenger car market as it outpaces arch rival General Motors so far in 2014.

VW's Lavalida, Santana, Sagitar and Jetta dominated first-half sales in the world's biggest motor market, driving up sales of Volkswagen-branded cars in China by more than 17 per cent to a company record 1.81 million for the first six months.

Six of the top 10 sellers in the market wore VW badges. The VW-produced Audi A6 also came 16th in the rankings to top the luxury vehicle ladder.



GM reported 1.73 million sales in the first half, up 11 per cent, with its Buick Excelle ranked fifth behind the leading VW models.

Industry wide, Chinese passenger vehicle sales rose 11 per cent to 9.6 million vehicles, with SUV sales up more than 30 per cent. However, Bloomberg reports that Chinese commercial vehicle sales were down 3.2 per cent to 2.04 million units.

The Chinese Association of Automobile Manufacturers is now forecasting that the overall vehicle market - including trucks - will achieve 23.8 million sales this year, up 8.3 per cent on 2013. That's more than the entire human population of Australia.

Sales of VW-branded cars were almost evenly split between its two Chinese joint-venture partners, Shanghai Auto and FAW, at more than 900,000 apiece.

GM's partnership with Shanghai Auto was the next most productive, resulting in more than 1.6 million sales.

The top-selling Chinese-branded car company was sixth-placed Changan, with 534,000 vehicles sold under its own badges, while turning out a similar number of vehicles with partners Ford, Mazda and Suzuki.

Global sales leader Toyota could manage only 12th place with 251,000 sales in partnership with FAW, as it struggles to overcome Chinese antipathy towards Japanese products.

VW hopes to sell more than 3.5 million vehicles in China this year - about a third of its entire global sales and largest individual market by a considerable margin.

And far from resting on its laurels, VW is aiming to expand its range to 63 models by 2018 while expanding its dealership network.

VW re-took the sales crown from GM in China last year for the first time in nine years.

## First VW XL1 sold.

Volkswagen has delivered the first XL1 diesel plug-in hybrid to a customer in Berlin. Dr Christian Malorny received his Oryx White XL1 with black and grey interior from Volkswagen AG's director of sales and marketing for passenger cars, Thomas Zahn, at the company's Transparent Factory in Dresden.

The super-efficient XL1, which first debuted at the 2013 Geneva Motor Show, is powered by a 0.8-litre, two-cylinder TDI engine and electric motor, with electricity supplied by a 5.5-kWh lithium-ion battery pack. Power is delivered to the rear wheels via a seven-speed DSG transmission. With a curb weight of 795 kg and a drag coefficient of just 0.189, the XL1 is rated at 0.9 L/100 km on the lenient European cycle. It is capable of traveling solely on electric power for up to 50 km.

"The XL1 has inspired me from the beginning and I am very pleased to now be driving my own," said Malorny. "With its visionary design and high-tech appearance, Volkswagen has dared something new and innovative."

The futuristic XL1 seats two passengers, and can carry 120 litres of cargo. It features a carbon fibre reinforced plastic body, and a low centre of gravity. It is diminutive of stature,



as you can see in the photo, measuring 3.9 metres long, 167 cm wide and just 115 cm tall. It is being billed as the world's most efficient production car, but it's unlikely Dr. Malorny will be making his money back on fuel savings any time soon. Despite the first sale and the vehicles appearing on the German VW site, Volkswagen has not officially announced the price tag for the XL1. In the past, reports have indicated it will cost approximately US\$150,000 (\$A162,100). Only 250 are being produced altogether.

Car Magazine UK reports that Volkswagen UK has announced local pricing of its XL1. In Britain the XL1 will start at £98,515, or roughly \$A178,500 at current exchange rates. Only 30 units of the XL1 will be sold throughout the UK, giving it a rareness appropriate for its lofty price.

## VW's USA problems.

Volkswagen of America sold 407,704 cars in 2013, a 6.95-percent decline compared to 2012, and 118,154 sales through the end of April 2014 means a further 10.4 percent decline compared to this time last year. In order to meet VWoA's 'Strategy 2018' goals, VW would need to add 100,000 more sales every year to achieve the lofty 800,000-unit US sales target. Coming to grips with how unreasonable that is, VW US CEO Michael Horn has said, "For now, we have to have realistic targets."



The reasons for the brand's slow-down are imprecise, but lots of folks are throwing lots of reasons around. Last November, VW Group Chairman Ferdinand Piech told Bloomberg, "We understand Europe, we understand China and we understand Brazil, [but] we only understand the US to a certain degree so far."

Analysts say the brand hasn't had midsize and compact SUV offerings, especially an overdue retail version of the CrossBlue, and the ones it does have are priced too high for their segments. It "didn't introduce enough new engines, or alternative technologies or model variants" for the Passat and Jetta. It devoted so many resources to China that the US market suffered. It was being outspent two-to-one on advertising by competitors. Its J.D. Power dependability ratings aren't high enough to overcome its past. Euro models like the Polo, Golf Plus, Scirocco, Caddy, Touran, Sharan and Transporter/Multivan are not sold. It "has never really taken the US customer seriously." And so on.

There's still no official admission of defeat concerning the target, but reading between the lines there are some VW



execs that appear to accept it won't happen short of some miracle. Still, Horn told TheDetroitBureau.com, "The vision is right... long-term. But timing is the huge challenge."

Something has to be done to stem the losses, and Volkswagen of America now thinks it has an idea - introduce cars faster.

The new strategy is being spearheaded by VWoA CEO Michael Horn (pictured above) who wants to put the business on a five-year update, three-year refresh plan, according to Bloomberg. It would replace the current approach of adding new cars every seven years and refreshes after four. "We're working to shorten the lifecycle of the products to bring more new features and design elements, in terms of facelifts, to the market quicker," said Horn to Bloomberg. The change isn't set in stone yet, though. The company's management board has to sign off on it first and implementation wouldn't start until 2017. Talk about hurry up and wait.

If successful, it would be a much-needed change in direction for the company. North America is just receiving the Golf 7 now, over a year after many regions abroad. Or look at the ongoing debacle of deciding where to build the CrossBlue. VW is showing some signs of change with the 2016 US Passat that is heavily rumoured to receive a substantial refresh that goes further than the usual small changes.

## Meyers Manx honours.

The Meyers Manx is one of the iconic vehicles of the 1960s, the original VW dune buggy that started the craze. Of all the many hundreds of copies over the years since, it's still



the best looking VW dune buggy - the original and the best. Now the car has another accolade to add to its history. Company founder Bruce Meyers' original 1964 Manx prototype, nicknamed 'Old Red,' is just the second vehicle added to the US National Historic Vehicle Register. The first one to make it onto the list was Shelby Daytona Coupe CSX2287.

Meyers' prototype Manx used a custom fibreglass body tub that bolted to a shortened Volkswagen Beetle floorpan, with VW engine, gearbox, suspension and ancillaries. For safety and legal reasons, later models utilized the whole Beetle floorpan. The idea spawned a ton of copycats and became hugely popular around the world, especially in hot areas like south-west USA and Australia. The original company went out of business in 1970. Meyers returned to the kit car world in the 2000s with Meyers Manx, Inc. offering a variety of kits to be built from VW components.

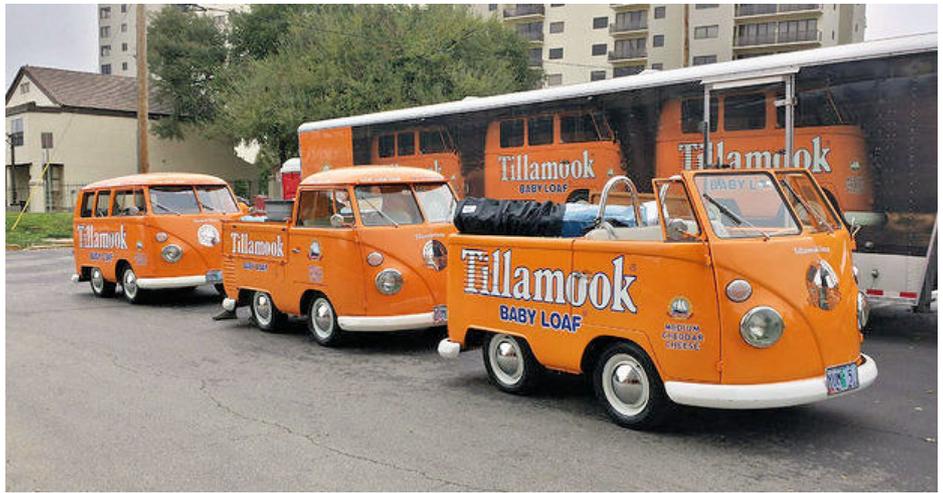


In addition to making it to the NHVR, the Manx is celebrating its 50th anniversary with a new electric dune buggy in cooperation with REV-Tec corporation of Las Vegas, NV. At the moment it's only a prototype called the Manx V (pictured here with Old Red) and packs an electric motor with 63 kW peak power or 30 kW continuous and a 10-kilowatt-hour, lithium-ion battery pack. The rear-wheel drive EV has a theoretical top speed of 100 km/h, but the company plans it as a Neighbourhood Electric Vehicle, which limits it to 40 to 70 km/h, depending on the state. According to Autoweek, the business is aiming the Manx V at tropical resorts and plans to release more details at the LA Auto Show in November.

Spokesman John Dinkel said that the price would be announced later but sales are planned for Q4 2014 or early 2015. See [meyersmanx.com/](http://meyersmanx.com/)

## Stolen cheesy VW buses recovered.

Three customized Volkswagen Buses, made to look like blocks of Tillamook cheddar cheese, are safe again after being stolen on July 12. Two men are in police custody for the alleged theft.



The cheesy cadre of VWs, their custom trailer and a Ford F-350 to haul them were on a promotional tour when they were stolen from a hotel parking lot in Manteca, California. Police began searching for them, and the group of bright orange Volkswagens wasn't too hard to sniff out. The three vans with an estimated value of \$100,000 each were recovered undamaged on July 14 from a storage centre in California about 80 km away from where they were taken, according to Oregon Live. It reports that one of the men arrested rented a space there.

Unfortunately, the trailer and pickup used to haul the classic VWs weren't so lucky. Prior to finding the vans, police discovered the other vehicles burned out. It appears the alleged thieves tried to turn them into grilled cheese...

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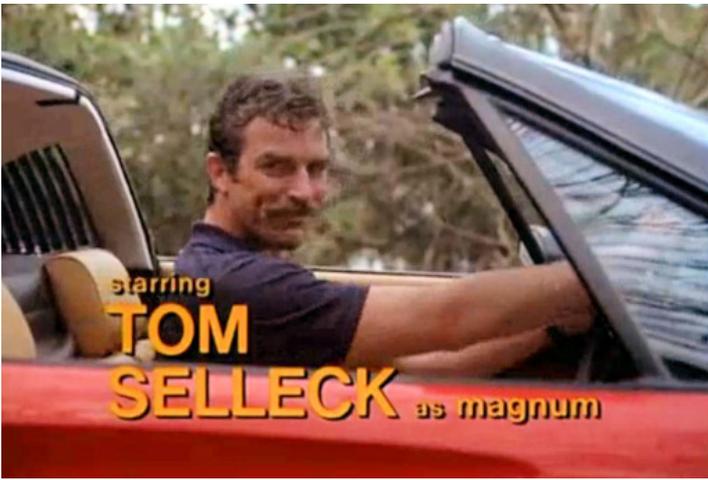
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## The Toy Department.

Those of us who have experienced the 1980s would no doubt remember the successful TV series Magnum PI.

The main role of Thomas Magnum, former Navy Seal and Vietnam veteran and now Hawaii-based private investigator, was played by Tom Selleck. Magnum was allowed to reside on the luxury Oahu estate of the never-seen millionaire writer Robin Masters, looked after by former British Army sergeant-major Higgins (John Hillerman), and his 'lads' Apollo and Zeus – two dobermans.

Magnum had use of all Robin Masters' toys, especially his iconic red Ferrari 308 GTS, and the estate's ocean pool, tennis court, expensive cameras and electronic gear, and the wine cellar. Magnum often called in favours of former Navy buddy 'Rick' Wright, now manager of the swanky King Kamehameha club. His other ex-Navy buddy is 'TC', Theodore Calvin, a helicopter pilot who now operates 'Island Hopper Charters', who is always called in to help Magnum catch the baddies.

The TV series was a huge hit, popular with men for the action, adventure and toys, and for women for watching moustached heart-throb Tom Selleck in his short shorts and hairy-chested Hawaiian shirts. The show originally ran from 1980 to 1988, with repeats for years after. The viewing time slot was originally Saturday nights from 8-9 pm and 9-10pm in the later years.

But we'll focus now on cast member TC, who operated the Island Hopper transport company. TC was powerfully

built and often played hero saving Magnum's a\*\*\* (well let's not go there) in fist fights with the baddies. He was essential for flying Magnum about in his Hughes 500D helicopter, scouting and catching the baddies. The helicopter was painted a distinctive pattern of yellow, brown and orange stripes.

More memorable for us, maybe, was TC's vehicle, his 1980s VW T3 Transporter, which was also painted the same striped yellow, orange and brown pattern with 'Island Hoppers' logo.



Due to the restrictive US import taxes, VW of America only imported the GL Caravelle microbus version of the T3; the basic van, Kombi and pickups that we had were never sold there. As a result, VW of America named the T3 Caravelle the 'Vanagon' for the US market.



For the first four series TC's Vanagon was air-cooled, with the usual fuel-injected hydraulic valve 2.0-litre engine derived from the earlier VW 411-412 and Porsche 914. For the 1984 series of Magnum, TC upgraded to the new 1.9-litre wasserboxer engine – his Vanagon now had two front grilles. The 'Island Hoppers' Vanagon was an iconic vehicle in the series, very popular with fans, and greatly helped sales of the VW Bus in the USA in the 1980s.



As a result there have been several scale model Island Hoppers Magnum Vanagons offered over the years.

In 2012 Hot Wheels released a scale model of TC's Vanagon, based on the same casting of the earlier Sunagon campers of the early 1980s.

In some varying gift sets the inclusions of the island hopper helicopter and red Ferrari can also be found. An even rarer version is a mounted T3 with a miniature TC figure.



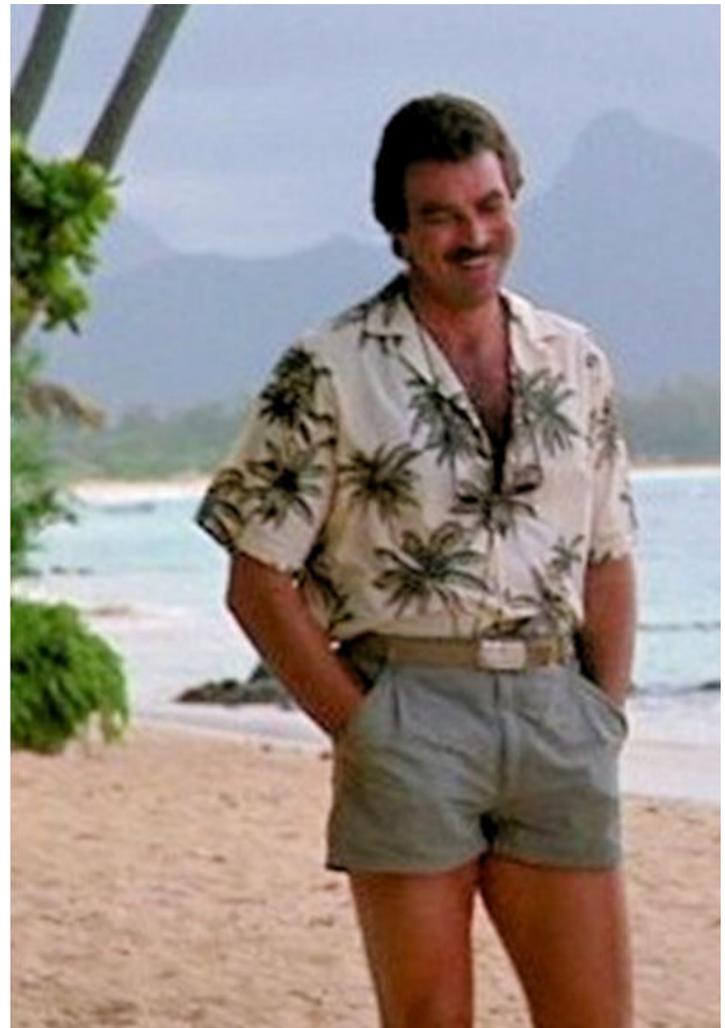
In 1982 the Revell plastic model company released a 1/25 scale model of the Island Hoppers Vanagon. Being the early series, it is air-cooled with just one front grille. These



are getting quite rare nowadays but sometimes come up on Ebay.

Anyway back to the star of the show. Tom Selleck as Thomas Sullivan Magnum IV was the envy of most guys who just wanted to be the cool PI who drove around Hawaii in a red Ferrari (and sometimes in TC's VW T3 or helicopter). But looking back I don't think I would be caught dead wearing those famous shorts!

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



## Beetle in KL.

I found this VW Beetle out the front of an Irish pub in Kuala Lumpur. It was surprising how good the condition of this car was, both inside and out. I took the photos for your club member Jeff Swords who (as you know) is an enthusiast to say the least. Something for your members to look out for in their travels.

Regards,

Stuart Thomas  
Nations Sales Manager  
Pacer Auto Products  
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## Shannons Classic at Eastern Creek. Sunday 17 August.

Once again August rolled around, which means the annual Shannon's Classic at Eastern Creek, the largest classic car show in NSW. It's organised by the NSW Confederation of Motor Clubs (CMC), with whom we have been affiliated for many years.

As usual they were celebrating the various decadal anniversaries of numerous classic cars. 110 years for Rover; 100 years of Maserati; 90 years of Jowett; 50 years for the Ford Mustang, Mini Cooper S, Sunbeam Tiger, MG Midget, Pontiac GTO and several others. Apart from 40 years of the XA Falcon, E49 Charger and Leyland P76 Targa Florio, 2014 also marks the 40th anniversary of the Volkswagen Passat in Australia.

I had already sent the CMC a summary of the Passat histories from the March 2014 issue of Zeitschrift, which they published in their showguide. As usual we only had 20 booked spaces, which were first-in first-served. Would we get a Passat along?

The week prior had seen several days of rain, and the day dawned very grey and wet. I drove the Kombi to Eastern Creek (sorry, Sydney Motorsport Park as it now known) nice and early, and arrived at about 7:10am in occasional drizzle.



Club VW was again on the concrete skidpad to the left, and I was the very first car to arrive in the area!

I put up the roof and the club flag, then Jeff arrived in his Superbug closely followed by Rudi and Ken their own Superbugs, and Steve in his Type 3 Notch. That made 5 VWs already; the largest turnout of all clubs by 8am. Brian arrived in his Golf, and Susan in her Beetle. We were lucky being on the cement; we watched some Alfas and Morris 1100s struggling through the mud. A new member arrived in his '75 Passat, which made 8 VWs in all – a fantastic turnout for a miserable day. The Rover and Thunderbird Clubs, for example, had just one car each, and the Torana Club just two.

The rain started coming down steadily and we huddled under umbrellas. We checked the schedule – hooray, Club VW was first up for the parade lap at 10:30am, much earlier than last year's 1:30pm. We quickly split up for a look through the trader stands in the rain, and there were plenty of model cars to look through. But the whole place was wet as the rain continued.

At 10:20 some of us went back to our cars, started up and headed to the track entry. We had to stop our motors, so our VWs quickly fogged up as the rain fell down. We followed some MGs out onto the track, Steve's Notch and the three Superbugs first, then my Kombi. The track was wet but wide and safe, and there was no danger. The MGs were slow and held us up; Rudy kept dropping back for a sudden surge forward and a bootful through the sloshy corners. We took in the entire new circuit, including the new extension past the new second pits.



Ken headed straight home, while the rest of us headed back to our area. The rain had really settled in and most of the parking areas were empty. No one was looking at cars. What a shame!

Most of us headed off just after 11am. I ended up going to the movies at Liverpool on the way home. Thank you to Susan for the photos – I discovered that my old digital camera had died in the wet and the photos I took were not saved.

Such a disappointing result for a normally wonderful day. Thank you to our friends at the CMC for putting it on. It was the first wet day since 1998, so hopefully next year will be fine and sunny.

Phil Matthews





## Rallies give VW a bright young image.

*The Sun-Herald, Sunday 6 January 1974*

Conducted by Evan Green

There's been a strange twist in the promotion of the Volkswagen Beetle.

The car was virtually launched in this country on a platform of rally success. It needed something as spectacular as wins in a couple of Around Australia Trials to prove its capabilities to an anti-small car sceptical Australian public.

In Europe, the story was different.

The VW was always the people's car. It was economical, practical and unglamorous, and an almost instantaneous sales success.

But now that the Beetle's European sales are starting to decline – admittedly after the longest production run in motoring history – a curious thing is happening.

Rally successes in Europe are helping to relaunch the car with the world's most familiar shape.

The results are due to the efforts of VW's Austrian

importer. The company, Volkswagen Porsche Austria, is based at Salzburg, just a few miles from the Austrian-German border.

The Austrian equivalent of our own LNC Industries, VPA branched into motor sport a few years ago, as a sales promotion exercise.

Taking the 1600cc 'Super' Beetle, it embarked on a rallying program which has now progressed from national to international events.

VPA operates with no financial support from the Wolfsburg factory, yet their rivals are the Ford, Renault Alpine, Fiat, Lancia, Saab, BMW and Datsun teams, the giants of world rallying.

### Powerful

People laughed when they first started; a VW Beetle in the helter-skelter world of high-speed European events seemed preposterous.

They don't laugh any more. In rough road events, Austria's rally VWs are now on even terms with the world's best competition cars.

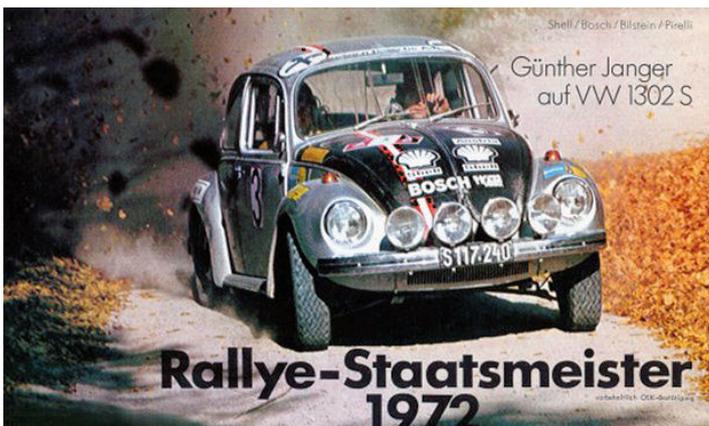
"The VW had gained a reputation in Europe of being an old person's car," Peter Supp, of VPA's competition department told me. "Now, largely because of what we've been doing, all that is changing.

"You see VWs in bright colours. Young people are driving them. There is enthusiasm, and we didn't have that before."

Supp works from a small office in an apartment building in Salzburg. He glows with enthusiasm – but is still a little stunned that a relatively small, no-factory effort could be making such a mark on world rallying.

VW's last year won a few events, notably at Elba and in Eastern Europe, and figured strongly in such modern classics as the Acropolis Rally in Greece and the TAP Rally in Portugal.

The cars that win in Europe are usually light and ultra-powerful machines, like the 180 bhp Renault Alpines which





German driver Achim Warmbold gave VW its biggest win of 1973 by scoring in the rough Isle of Ebor Rally.

weigh no more than a Mini, or the slightly heavier 220 bhp Ford Escort RS models.

I was staggered to learn that the rallying VWs are relatively standard machines – certainly far less modified than most of their serious rivals.

The exhaust system has had the baffles removed. This adds 5 bhp to the engine's output.

The motor was converted to dry sump lubrication, and capacity increased to seven litres of oil. VPA's own technical department designed the gear-type pump.

Inlet valves were increased in size and the cylinder heads polished. Two Weber carburettors are fitted, and it runs without an air filter, except for really dusty events.

A modified camshaft, with special high lift, was fitted.

### Challenge

"The camshaft profile is our only secret," Supp told me. "Ours is the most standard of the successful cars."

The engine develops a modest 125 bhp (DIN) and drives the rear wheels through a five speed gearbox.

I asked him what body changes were needed to add strength for the rigours of rough events.

"None," he said. "The Beetle has a very strong body."

### Suspension?

"We use Bilstein gas-filled shock absorbers," he said. "We run our cars on what we call the Salzberger settings. They are very hard. Very hard indeed."

And he indicated with his hands how the driver of one of his rally Beetles might suffer through a rally. "But the car never breaks," he explained.

Supp would be keen to see the VPA team come to Australia. So would many people.

A squad of really potent VWs would add spice to an event like the Southern Cross Rally.

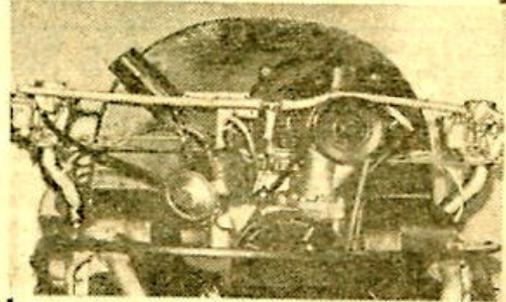
They should do well in this country, for our roads are rougher than most of those used in European events.

Whether the Austrian Beetles would have enough power to topple the Mitsubishi Lancers, Datsuns and Toranas remains to be seen – but it remains a fascinating challenge.

Evan Green

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## Two QLD dealers.

Club member Alex Massey recently sent us two old photos of Volkswagen dealerships. Did we know anything about them?



The first one shows the VW dealer in Clermont, Queensland, which is a small town on the Gregory Highway between Emerald and Charters Towers, some 274 km south west of Mackay. The VW dealer is N.W. Massey and Co., who were located on the corner of Jelicho and Capricorn Streets. As you can see, they were based in a Mobilgas petrol station that featured a Lubritorium, panel beating shop and spray paint booth.

According to my records, they were a Volkswagen dealer for just four years; from 1961 to 1965.

And what's there now? Well, according to Google Earth Street View, the former Mobilgas building has been extended and built out, and is now a cafe restaurant. It looks like it hasn't been a petrol station for many years. But if you look along the gutter line on the left, you can see the driveway entrance where the cars once entered.



Needless to say, there is no Volkswagen dealer in Clermont today. The nearest is 106 km away - Central Highlands Volkswagen in Emerald, which started in 2012. River City Volkswagen in Mackay (2010) is a bit further away, 274 km.

The second photo Alex sent was the shot of Annand and Thompson Pty Ltd in Townsville. Annand and Thompson were like Lanock Motors in NSW; not just a VW dealer, but the state distributor for Volkswagen vehicles. Annand and Thompson had a head office in Newstead in Brisbane, and Brisbane branches at various times in Bulimba

and Moorooka. In country Queensland they had branches at Ipswich, Mackay, Rockhampton, Toowoomba and Townsville.

Like LNC Industries in Sydney (and Regent Motors in Melbourne), Annand and Thompson began as Rover distributors and dealers, and took on Volkswagen later. Many country Rover / Land Rover dealers began selling Volkswagens as well in the mid-1950s, and this dealer is one example. As you can see, the dealership sells and services Rover and Land Rover (very popular in rural Australia in the 1950s before the Japanese came along), as well as Volkswagen. And, like the dealer in Clermont, this Annand and Thompson is built on a Mobilgas petrol station.

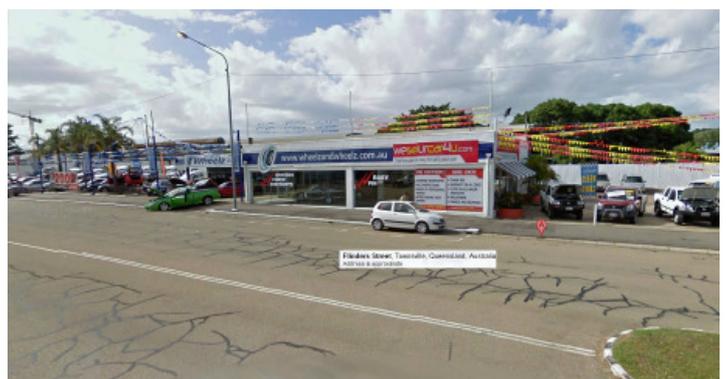
Townsville had a series of Volkswagen dealers. The very first was Fred's Service Centre at 79 Charters Towers Rd, from 1955 to 1958. Today that location is part of a strip of new auto dealerships; there's a modern Ford dealer at number 79 and no trace of Fred's old service station.

Annand and Thompson became the Townsville VW dealer in 1958. They had two locations – a sales office at 421 Flinders St in the city centre, and the service centre a little further out at 792 Flinders St. The city site closed in 1969, was demolished and rebuilt as the Townsville Plaza Hotel, right on what is now the mall.



The photo is of the Annand and Thompson service centre at 792 Flinders St. It remained in business until 1976, when it was sold to another operator, Townsville Auto Village Pty Ltd. It was still a Volkswagen dealer, but now sold numerous other makes as well. This didn't last long, and in 1978 the site became Horton Motor Sales Pty Ltd. They were still the authorised Volkswagen dealer, and remained so until 1985. I don't know if they went out of business, or just lost the VW franchise when LNC Industries also lost it.

Anyway, the site is still there today, looking somewhat similar. The concrete island in the road is the giveaway, having hardly changed. Today the site is a used car dealer.



Today's Townsville VW dealer is Pickerings Volkswagen at 719 Stuart St, in business there since 2005. They actually started even earlier as Geoff Pickering Motors at 783 Flinders St (just down the road from the old Annand and Thompson) in 2000, and are thus one of the oldest modern-era VW Group Australia dealers.

Phil Matthews

## Nick Politis buys Barloworld.

Car dealership king Nick Politis has finalised an agreement with South African multinational company Barloworld to buy Australia's largest Volkswagen dealership chain for about \$130 million.

Mr Politis, better known publicly as the chairman and director of the Sydney Roosters (Eastern Suburbs) rugby league club, bought the business through his private company WFM Motors. The purchase, flagged by The Australian last month, is understood to have been finalised soon after.



"Barloworld is a good South African company and is expanding into other areas," he said. "They are very big in mining and Caterpillar machinery."

Barloworld Motor Australia represented Holden, HSV, Mercedes-Benz and Volkswagen, with nine dealerships.

Mr Politis has also bought seven dealerships in Melbourne and Sydney, including the Mercedes-Benz dealership in the Melbourne suburb of Brighton, and a dealership on the Mornington Peninsula. The transaction also includes a Holden dealership in Melbourne's Glen Waverley and four Volkswagen outlets - two each in Sydney and Melbourne.

The properties of the two Sydney VW dealerships, worth at least \$70m, were included in the sale, sources close to the car dealer said. However, the total value of the transaction is far less than what industry sources previously tipped - between \$250m and \$500m.

They said earlier this month that Mr Politis was

unlikely to be able to secure all nine dealerships, suggesting two would probably be sold if he bought the entire business to avoid market concentration issues.

The wealthy Sydney businessman is cashed up after expanding his private business and rebranding its marketing name as City Ford, transforming it into one of the largest Ford dealerships in the country. He also owns a 36.96% stake in the listed company AP Eagers, Australia's oldest automotive retail group, a share that yesterday was worth \$319.9m.

The Australian says that Politis's private wealth was last year estimated at \$360m, according to BRW Magazine, encompassing an extensive property portfolio in Australia and overseas.

The 24.7 billion Rand (\$2.56bn) Johannesburg-listed Barloworld is a giant multinational industrial corporation headquartered in South Africa, and operating in 25 countries. It distributes international brands, providing integrated rental, fleet management, product support and logistics solutions, generating some R65bn in annual revenue.

Barloworld opened their first Australian Volkswagen dealership in Melbourne's Glen Waverley in 2003, followed by Mentone in 2005-07, and Moorabbin in 2008. In Sydney, Barloworld took over City Automobiles on South Dowling Street in Waterloo in 2003 (closed 2006), followed by opening the big Mascot dealership on Botany Rd in 2004, and a new dealership on Parramatta Rd Five Dock in 2007 on a former Toyota site.

Barloworld says that its parts revenue in Australia had increased 22% for the 2013 financial year, while new sales fell 2%. This compared with a lift of 13% for part sales and 10% in new sales in southern Africa.

As of this month, Barloworld Five Dock has already rebranded to Five Dock Volkswagen. The Mascot, Glen Waverley and Moorabbin Barloworld branches will soon follow, and the name will disappear.

There is a kind of deja-vu with Nick Politis buying Barloworld. Back in 1987, when LNC Industries was being broken up and they lost the Australian Volkswagen franchise, the largest VW dealer chain was Lanock Motors, owned by LNC Industries. In the early 1970s Lanock Motors had 6 branches in Sydney, plus two in Wollongong, and one each in Wagga Wagga, Adelaide and Darwin.

By 1987 there were just two left, Camperdown and St Leonards, and the business was sold. The buyer? None other than Nick Politis. He closed the St Leonards branch, but continued to operate the Camperdown Lanock Motors as a City Ford branch, and later City Toyota, until it was demolished in 2012. Technically speaking, Nick Politis still owns the still well-regarded 'Lanock Motors' name.





Hackenberg rejected the tandem seat as impractical, but Piëch suggested a staggered arrangement to limit the inevitable width increase. At 389 cm long and just 138 cm tall, the resulting XL1 is one of the slipperiest cars in the world, with a drag coefficient of 0.189. It is also the lightest hybrid, weighing a total of 795 kg - the resin-transfer moulded carbon-fibre body weighs just 230 kg and the entire drive system 225 kg.

The engine is half a Polo's 1.6-litre turbo-diesel, made in aluminium, with plasma-sprayed bores instead of iron wet liners, and a balance shaft to reduce vibrations. This parallel twin produces 35 kW and 120 Nm and is supported by a 20 kW / 100 Nm

## VW XL1 - a test drive.

There were four brand-new supercars at last year's Geneva motor show. All are advanced hybrids and made of carbon-fibre. Although, with just 35 kW from its 803cc turbo-diesel, a 160 km/h top speed and 0-100 km/h in 12.7 seconds, Volkswagen's XL1 appears puny compared with LaFerrari, the McLaren's P1 and Porsche's 918. This diminutive silver machine is, however, every inch a supercar, from its hi-tech construction, to its less than 1 litre per 100 km fuel economy.

More than 120 years after the invention of the first motor car, isn't it time we changed our view of the supercar? Welcome to the new super, super efficient. And when this remarkable two-seat coupé trundled silently into this year's Geneva show having traversed the Swiss Alps from Lucerne across the precipitous 1500 m Brünig and Jaun passes, it was averaging just on 2.0 L / 100 km. Having covered this entire project from its very beginnings, it was your correspondent, along with development engineers, swapping turns at the wheel.

In 1998, Ferdinand Piëch, the then board chairman of VW, ordered his engineers to develop a "one-litre" car. This refers to the metric measure of fuel consumption of litres used per 100 km of travel, which equates to 282.5 imperial mpg (235 US mpg). Wolfsburg went into overdrive, producing a carbon-fibre bodied, tandem-seat, single-piston engine special. Looking as though he was about to tackle the Bonneville salt flats, Piëch climbed behind the wheel for his last public appearance as VW chairman in 2002 and drove from his office in Wolfsburg to the VW shareholders meeting in Hamburg. In the rain and in chilly temperatures, the canny old engineer beat his own target for the car, setting an average fuel consumption of 0.89 L / 100 km at 70 km/h.

"We will never build a one-litre car," he was quoted as saying at the time, "but it could give us the knowledge to build a two-litre car."

Having achieved its aims, the project languished, popping up only in rubbish internet spam emails about \$600 VWs from China. But eventually Piëch's replacement, Martin Winterkorn, and head of R&D, Ulrich Hackenberg, resurrected it and debuted the next stage, the 1.49 L / 100 km, twin-cylinder hybrid L1 at Frankfurt in 2009.

electric motor with a plug-in hybrid system using a thin motor/starter and a 5.5 kWh lithium-ion Sanyo battery. The transmission is a magnesium-alloy version of VW's E400 seven-speed, twin-clutch unit driving the rear wheels.

The XL1 is simply a paragon of energy efficiency: LED lamps, narrow-gauge wiring with electrical fuses, carbon-ceramic brakes, electric air-con/heater, a fully faired underbody and polycarbonate side windows with anti-scratch coatings. The narrow wheels are magnesium alloy, the wishbone front and semi-trailing arm rear suspension is all cast aluminium and the hollow anti-roll bars are carbon-fibre. Crash safety is on a par with current VW models and in the event of a roll-over accident, the doors can be released by deploying the explosive hinge bolts. It all feels very special and just a tiny bit weird.



In normal operation, the XL1 stays in electric drive until full throttle is used or speeds exceed 100 km / h. Electric-only mode lasts 50 km, or until the battery charge falls to 14 per cent, whereupon the engine starts to maintain the charge and drive the vehicle, but not fully refill the battery. Recharging takes one hour from a UK domestic supply. EU Combined economy is 0.90 L / 100 km, using the EU's rather contrived calculation for plug in. In fact, Hackenberg says that's a rounded-up figure and the actual consumption is 0.83 L / 100 km. Carbon-dioxide emissions are 21 g / km and the 10-litre fuel tank and battery give a combined range of about 500 km.

Climb in and it is immediately apparent that big advances have been made since we first drove the prototype in

Qatar in January 2011. Gas struts allow the scissor doors to swing up and down more freely and there's less clackety resonance to the carbon-fibre body.

That said it feels pretty odd to drive around town. The throttle takes a firm prod and the car whines away, bobbing gently on its springs. Skinny Michelins crash through pot holes, the unassisted steering has a strange, over-centre feeling, although the regeneration and friction brakes are combined well in one pedal. For all that, the moulded seats are very comfortable and the matt-black and piano-black interior, which was designed by a Brit, Andrew Hart-Barron, is delightfully simple and unadorned.



There's a simple instrument binnacle from the VW Up in front of the driver, a selection of Polo/Up switches on the centre console and a Garmin unit giving sat-nav, engine and fuel economy information. Two six footers will fit comfortably, with 120 litres of luggage space under the boot behind the engine.

Out of town and at higher speeds the XL1 starts to calm down. Stark figures don't adequately describe the urgency of the chirruping engine and whirring motor giving their all, which is more like a sci-fi car chase scene. Torque is limited to save the delicate transmission, but the XL1 goes quite as fast as you would ever want to on 115/80/15in tyres. The suspension tames the roads better at speed and road noise is muted. You never quite get used to that engine starting, though, which alternately sounds like a far-off woodpecker or an SDS drill in the ear canal.

"The only twin in the whole [VW] Group that sounds good is from Ducati," laughs Heinz-Jakob Neu?er, head of the powertrain development. "This engine becomes smoother the more load you have, though, as we can put more pre-injection fuel into it - it's all about combustion stability."

The steering improves with practice and miles, although it loads up alarmingly with bodyroll through corners, which is a shame as the XL1 handles and rides quite well and you can't help wondering whether VW has forgotten what a decent, unassisted steering system should feel like.

That said, up in the ethereal Alpine mist, the white XL1 slipped through the fog like a smuggler's cutter, a ghostly apparition leaving not a trace of its passing, least of all CO<sub>2</sub>. For that alone you've got to just love it.

Coyness doesn't begin to describe VW's approach to pricing. It wants to produce 50 cars initially, 200 cars after that, yet it can't tell us what it costs and that marks this car down. As it stands, the XL1 is beautiful, peerlessly efficient, as technological as any rival supercar and great fun to drive.

It's a bellwether for technology to come and a landmark car in its own right. Sorry to say this, but I loved it in spite of its faults.

### Volkswagen XL1

**Tested:** 803cc, parallel twin-cylinder turbo-diesel and 5.5 kWh, 60-cell, 230-volt Sanyo lithium-ion battery pack, with AC electric motor and seven-speed, dual-clutch DSG transmission driving the rear wheels

**Power/torque:** TDI Engine 35 kW-120 Nm, electric motor 20 kW-100 Nm. Total system output in "boosting" mode 50 kW-140 Nm

**Top speed:** 160 km/h (electronically restricted)

**Acceleration:** 0-100 km/h in 12.7 sec

**Fuel economy:** 0.90 L/100 km EU Combined (see text)

**CO<sub>2</sub> emissions:** 21 g/km

**VED band:** A (£0)

**Price/on sale:** TBC

**Verdict:** VW's XL1 moves the game on in super efficiency terms and also ushers in a new era where super doesn't mean ludicrous power output and intergalactic acceleration.

**Telegraph rating:** Five out of five stars

Andrew English, *Daily Telegraph* UK

## Guardian angel.

This traffic safety photo comes from Arizona, USA, of an incident just outside Flagstaff on U.S. Hwy 100.

Look closely at the picture, and you can see where the pickup truck driver broke through the guardrail, on the right side of the culvert, just where people are standing on the road, pointing.

The Highway Patrol think the pick-up was travelling about 75 mph (120 km/h), heading right to left in the photo, when it crashed through the guardrail.

It flipped end-over-end, bounced off and across the concrete culvert outlet, and landed right-side-up on the bank on the left side of the culvert, facing the opposite direction from which the driver was travelling.

The 22-year-old driver and his 18-year-old passenger were unhurt, except for minor cuts and bruises.

Lucky, huh? Now, look at the second picture over the next page.





Do you suppose he believes in guardian angels now?

## Golf GTI loses its crown – again.

*Clarkson on Cars, 1991*

At this rate, the weightlifting gold at the 1992 Olympics will be won by a paperboy from Basildon. And

apart from having arms like the hind legs of a rhino, he will believe the world is full of cars that can go faster than 300 mph.

Since the advent of what the publishing industry calls new technology, it has become a great deal cheaper to produce the printed word. This is why one now needs the anatomical properties of Kali to read the Sunday Times, and why the shelves at your local newsagent's are groaning under the weight of perfect-bound, laminated forestry.

You may have wondered how the producers of Successful Cauliflower magazine make any money. The answer is, they don't, but seeing as it costs naff all to make it in the first place, nobody's complaining!

Not so long ago, people bought their favourite magazine for a decent read on the bus. It would be stitched together from shoddy paper and when it was finished, it could be hung on a clip by the lavatory. Not any more.

Take Country Life. Full of ads for houses that no one can afford and no one wants; you don't read it, you arrange it on the coffee table as you would arrange a bunch of flowers. You may even feel the need to iron it occasionally.

It is not a magazine. It is a statement. It says that while you may live in a neo-Georgian semi with a purple up 'n' over garage door, you are fully conversant with the delights of hopelessly expensive manor houses in Oxfordshire.



Or Horse and Hound, with its nonsensical line, 'I freely admit that the best of my fun, I owe it to Horse and Hound.'

Nowadays, there are a million country-house and interior-design glossies full of curtains which cost £8000 and would look stupid anywhere but Castle Howard.

Two luminaries in this domain are Tatler, and Harpers and Queen, which are read a bit, but only by the middle classes scouring 'Bystander' or 'Jennifer's Diary' for photographs of their horrid, frilly-dress-shirted friends.

But the best of all are the car magazines.

There was a time when they treated the car for what it was - a device which used a series of small explosions to move people around. But now, it is an art-form. The days when you could get away with a front three-quarters shot taken in the office car park are gone.

Then there are the front covers. How many times has the Golf GTI "lost its crown"? To my certain knowledge, the Escort XR3 was the first to steal it, yet when the Peugeot 205 GTI came along a couple of years later, somehow, the Golf had got it back again.

And therefore we read in 72-point bold that the Golf GTI had "lost its crown" again, this time to the 205 GTI.

So the Vauxhall Astra, you might imagine, would have to pinch it from the 205; but no, at some point Peugeot had given it back to VW - who reluctantly had to hand it over again, this time to Vauxhall.

Then in no particular order it has been worn by the Peugeot 309 GTI, the Astra GTE 16v, the Escort RS Turbo, the Delta Integrale and the Corolla GTi. But for some extraordinary reason, the prized headgear never gets handed directly from one winner to the next. It always goes back to VW in between times. For now, it is being worn by the 16-valve Astra but you can bet your bottom dollar that VW will have it back in time to lose it to the new 16-valve Integrale.



The Audi quattro has been through a similar series of machinations. The Delta Integrale pinched its number one slot but had to give the crown back to Audi shortly afterwards because it was wearing the Golf's at the time.

Audi held on to it for a bit but only a couple of months ago, relinquished it to Porsche's 911 Carrera 4.

And aside from dispensing crowns on a weekly basis, headline writers have become obsessed with speed.

"WE DRIVE THE 220-MPH JAG THEY DARE NOT BUILD" is the latest game. Not to be outdone, a rival publication, you can be assured, will drive a 230-mph Jag that can't be built the very next week. And so on towards infinity perhaps. We smirk when we read that Freddie Starr ate someone's hamster, yet we are expected to believe that some scribbler has driven a Jaguar that no one has built at a speed that current tyre technology won't allow anyway.

I have driven a BMW 750iE at an indicated 156 mph (251 km/h) on the autobahn and believe me, it is a bowel-loosening experience I do not wish to relive. Sure, I enjoy going quickly, but the notion of driving something like a Porsche 911, which has been tuned by a foreign grease

monkey, at the speed of sound in a Welsh valley, appals as much as it amuses.

The thing is that if you have a magazine on your coffee table that talks on its front cover about a car that hasn't been built doing 300 mph on the Milton Keynes ring road, visitors to your home will be impressed.



If you leave motoring publications lying around which talk about how seatbelts save lives, those same visitors will drink their coffee very quickly and leave.

Business-speak impresses too. Honda have smashed Porsche 48 times and Toyota have bludgeoned BMW to death on a weekly basis for two years. And all this smashing and bludgeoning has resulted in every move a manufacturer makes being seen as utterly crucial.

As in, "ON THE LIMIT IN ROVER'S LIFE-OR-DEATH MAESTRO"; or how about this recent gem: "LOTUS'S MAKE-OR-BREAK ELAN."

Lotus are owned by General Motors, who are one of the world's biggest companies. Their R&D department is universally revered, with lucrative contracts from such financially secure outfits as the MoD.

The Elan, successful or otherwise, will neither make nor break the company. It might, on the other hand, pinch the VW Golf GTI's crown. Wait and see.

Jeremy Clarkson





216 to see if it would change my mind about the Beetle formula as a whole.

As I said, the GSR – or more specifically, the Beetle Turbo – is pretty great to drive. It uses VW's lovely 2.0-litre turbocharged inline four-cylinder engine, rated at 210 horsepower (155 kW) and 207 pound-feet of torque (280 Nm). Equipped with the six-speed manual transmission of my test car, the Beetle GSR will hit 60 miles per hour (100 km/h) in a very respectable 6.6 seconds.

Not surprisingly, considering its dimensions, powertrain and weight, the Beetle GSR drives a lot like Volkswagen's Golf GTI – one

of my favourite hot hatches. The Bug's wheelbase is an inch

## An American drives the Beetle GSR.

Despite all of the positive reviews it has garnered since its introduction in 2011, the redesigned Volkswagen Beetle still hasn't hooked me. It's nice to drive, and with a variety of engine choices (including diesel) and two different body styles (sedan and cabrio). It's an incredibly versatile little car, ready to meet the needs of a whole host of customers. But personally, I just don't think I could wake up to that happy-friendly (yet sort of drowsy?) face every morning.

For 2014, Volkswagen of America is offering this limited edition GSR model – only 3,500 examples will be made – based on the sportier R-Line trim, and painted in a unique yellow/black scheme that pays homage to the German Super Beetle "Yellow Black Racer" of the 1970s. It's a fun, flashy little thing, and I recently spent a week with GSR No.



and a half (38 mm) shorter, and though it sits 0.7 inches (18 mm) higher off the ground, the Beetle is actually shorter in overall height by 0.2 inches (5 mm). A bit of weight is saved here, too, with the GSR weighing in at 3,056 pounds (1385 kg) compared to the GTI's 3,113 (1415 kg). The 2.0T engine in the GSR is actually good for an additional 10 hp over the GTI, as well.

Unique to the GSR are 19-inch Tornado alloy wheels, wrapped in P235/40R19 Continental ContiProContact tires. But even with the ever-so-slightly sportier R-Line setup and this relatively large set of rolling stock, the car never felt crashy or too stiff on the road, even when traversing the rough surfaces in and around Detroit. Instead, the Beetle offers a comfortable, solid ride feel, great for highway cruising and pretty nicely set up for moments of aggression





so, it doesn't strike me as an unusual colour combo for the Beetle.

Inside, the GSR was loaded to the gills with every amenity offered on the Beetle models – sunroof, navigation, Bluetooth audio, heated seats, and so on. The black leather seats have yellow contrast stitching with special GSR logos, and that same colour treatment is carried over to the flat-bottomed steering wheel (that could stand to be a bit thicker-rimmed, methinks), with a serialized number plate below the R-Line logo, specifically for the GSR.

Outside, in addition to the 19-inch wheels, GSR models come standard with

on twisty backroads. It's no track attacker, to be sure, but it's a

bi-xenon headlamps with LED running lights, foglamps, and the rear spoiler of the Turbo model (which, for the record, I hate).

But that's all for a price: just over US\$30,000, including \$820 for destination. And while folks who like the unique Beetle package might not be put off by this number (a loaded Turbo starts at the same \$29,995), to me, it seems like a far worse bargain than the already-sort-of-pricey, more functional, less-flashy, just-as-good-to-drive four-door GTI with the same options.

So no, I'm not sold on the Beetle package, only because I love the Golf GTI so much. But for those who like the added style of the iconic VW design, those GTI bones make for a really rewarding driving experience that'd be easy to live with day in and day out.



Steven J Ewing

really solid balance that's great for an everyday driver – something I've said before about the GTI.

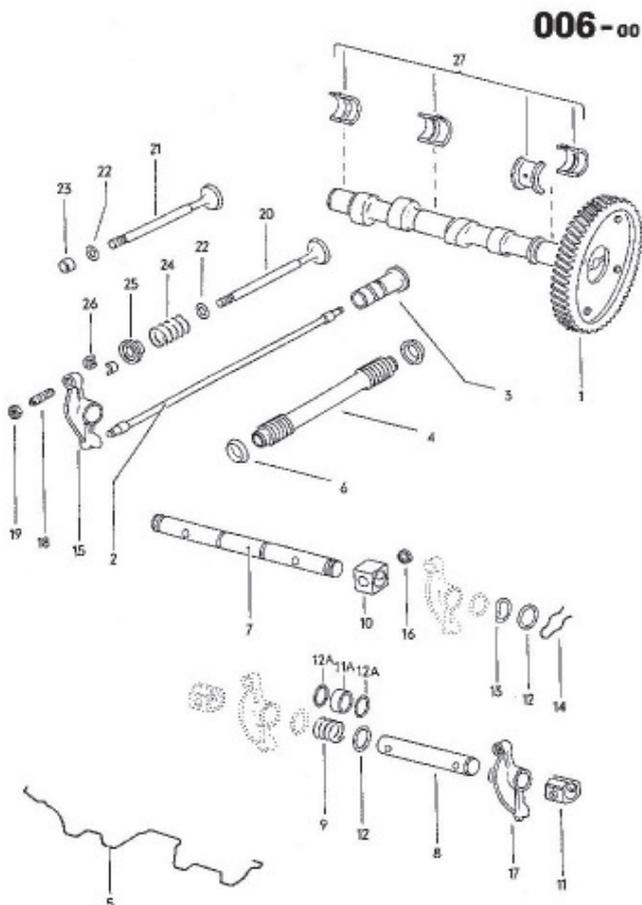
The standard Beetle models already stand out in a crowd, thanks to its distinctive shape and too-cute looks (though the new-generation car uses a decidedly more masculine design approach). But man, this GSR sure does garner a whole mess of attention. A girl in a Mini nearly rear-ended someone on a side street while sticking her neck out the window to check out the GSR, and the guys at the car wash laughed at me. Literally every day, I was pointed at, smiled at, and, of course, honked at by other Beetle owners. Of course, the unique, limited-edition black-and-yellow colour scheme is to blame for a lot of this attention, but even





## Valve spring tester.

A Volkswagen cylinder head contains seventy-seven individual components, the majority of which are capable of rendering the engine inoperable should it fail. Some of the components, such as the studs and the head casting itself are static and not subject to friction, but due to the large number of dynamic components and generally poor valve train lubrication, they make up a significant portion of the engine's pumping losses. Since the pumping losses represent the engine's 'overhead,' any reduction in the pumping losses appears as an increase in the engine's output, usually for no increase in fuel consumption. By focusing on the details of those pumping losses, experience has shown that it is possible to achieve a significant increase the output of the engine.



Complex by modern-day standards (where today's engines are OHC), despite its high parts-count the VW valve train is reasonably robust thanks to seventy years of use during which the most failure-prone components have been identified and re-designed to improve their durability. That is; durability in vehicular terms. When compared to features found in aircraft engines, Volkswagen heads are something of a joke. When the displacement of the '1600' (actual displacement is 1584cc) is increased, as is commonly done when modifying engine for more power, durability takes a further hit. Fortunately, it takes only a modest amount of effort to improve its durability by an order of magnitude.

### Valve Train (Springs)

Poppet valves are a one-way sort of creature The cam pushes them open but they are closed by the action of the valve spring. The spring needs to be strong enough to close the valve tightly enough to make a leak-free seal but the valve spring merely initiates the sealing process. The real sealing is accomplished by the tapered sealing surface of the valve being wedged into the cone of the valve seat by the enormous pressure of combustion.

Modern-day valve springs are coiled compression springs installed around the stem of the valve and connected to it by a retainer that is free to rotate. The retainer is secured to the stem of the valve by a pair of keepers in the form of cylindrical wedges that mate with grooves machined into the stem of the valve.

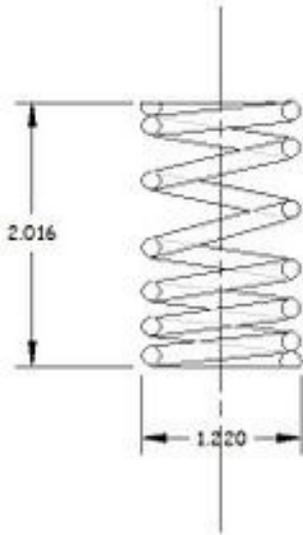


The strength of the stock VW valve spring is determined by measuring the amount of force needed to compress the spring to a height of 31.0 mm. A number of factors can affect the strength of a coil spring, and like all other VW specs, the tolerance is quite large, ranging from 53 to 62 kg force (520 to 610 Newtons, to be precise).

The valve's spring must be compressed when the valve is opened. The energy needed to compress the spring is part of the Otto Cycle's 'pumping losses' and anything that helps reduce those losses will improve the engine's efficiency. For a low rpm engine the lower valve spring value is more than enough to ensure proper operation, and since the lower value reduces the pumping losses, it also serves to improve performance. Further enhancement occurs when the strength of all eight springs is equal or as nearly so as possible. For those reasons, a standard practice in any properly built engine is to use a set of springs that have been closely matched.

Matching a set of valve springs to within half a kilo or so can be quite difficult if you're drawing upon used parts. Not only are there different varieties of VW valve spring,

## VW VALVE SPRING (1967 & later model years)



Note: The drawing is dimensionally correct but not visually accurate.

each time a VW engine is stopped at least two valve springs will be compressed. In a vehicle that is driven daily this is seldom a problem but in a weekend-only racer or an airplane engine that may sit for weeks between flights, the compressed spring is liable to weaken. When doing a valve job on a VW engine modified for flight, it's a good idea to re-test the valve springs.

Ideally, a new engine or a rebuilt head should include a set of new valve springs, but with the number of road-registered air-cooled Volkswagens in steady and permanent decline, it has become increasingly difficult to locate quality parts. It isn't uncommon to find after-market VW valve springs that are not square, in that the ends of the spring are not perpendicular to their axis. Such springs do not provide a symmetrical force when compressed and should not be used, an item mentioned in the factory service manual. You will also find new springs wound of lighter gauge wire than stock springs and which fail to provide the required strength when compressed. Springs longer than stock are also fairly common, often needing excessive pressure to be compressed to the specified height. Such junk is often advertised as 'racing' equipment, clearly meant for mechanically naive youngsters.

Volkswagen valve springs are progressively-wound, with the coils being closer together at the bottom than the top. Some after-market springs are not progressively-wound. (It pays to inspect all after-market VW parts before you buy.)

Twenty years ago I would never put used valve springs in an engine. Nowadays, used stock VW springs are often better than new, after-market stuff. If a used spring isn't rusty and shows no signs of fretting or jamming, I'll go ahead and test them.

New or used, it is extremely risky to use any valve spring without testing.

Valve spring testers are commonly available but even the least expensive model is several hundred dollars if purchased new. Fortunately, a common bathroom scale may

be used to make your own spring tester. Unfortunately, inexpensive bathroom scales are not very accurate. Accuracy - at least enough for the task at hand - is assured by calibrating the scale with a mass of known weight, such as your own body, immediately prior to use. That of course assumes you know your own weight to within half a kilo. Balance beam type scales tend to be more accurate than low-cost spring-type scales. To calibrate the valve-spring's scale simply weigh yourself on a balance-beam scale then adjust the bathroom scale to read the same amount.

If you do not have access to a balance-beam type scale you'll have to create a test-mass of known weight. Having a specific gravity of 1.00, water is the handiest mass but you'd need at least fifty litres to verify the accuracy of your scale, and the weight of the container would introduce some amount of error.

Lead is a very handy mass, having a specific gravity 11.34 times that of water, and if you have a graduated beaker (which is easy enough to make) it's fairly simple to determine the volume of a given lump of lead. Unfortunately, pure lead is rather rare stuff and since other metals often make up as much as half the mass of wheel weights, fishing sinkers and other common lead alloys, it is impossible to calculate the weight of such alloys based volume alone.



If you have an accurate scale, such a laboratory type, you can of course weigh a sample of melted wheel weights, plumber's solder or other lead alloy, determine its specific gravity and apply that to the mass as a whole.

When you are forced to create your own calibration mass without access to a precision scale you'll probably find plain old fashioned mild steel to be the best choice. This is because the amount of carbon and trace elements is typically less than 1%, allowing you to use a specific gravity of 7.93; that is, 7.93 grams per cubic centimetre.

Since mild steel comes in standard sizes, even when purchased as scrap you can determine it's weight with good accuracy by simply measuring the piece, calculating its volume and applying the figure above. Then too, many scrap yards now use electronic scales accurate to a gram (a thousandth of a kilo), allowing you to simply buy a test-mass of the appropriate weight. Of course, being able to calculate

the weight is a handy means of keeping them honest. (Hint: Weigh yourself on the junkyard's scales. Everyone does :-)

Personally, I use a mill-end of 6" steel bar as my test mass. It is about 40 cm long and weighs 58.195 kg (128 lb, 4-3/4 oz in US measurements).



Volkswagen's valve-spring specification calls for a compression of 53 to 62 kg at a height of 31 mm. I made a gauge of this dimension that allows me to set the height of a bolt screwed into a pallet which sits atop a bathroom scale. The scale sits on a wooden base to which a fulcrum has been attached. The spring being tested is slipped over the bolt and a lever is used to compress it. When the lever touches the bolt I know the spring has been compressed to a height of 31 mm. And I know precisely when that happens because I've rigged the lever to turn on an LED when it touches the bolt. The LED is taped to the dial of the bathroom scale; all I have to do is keep my eye on the dial. When the light comes on I read the dial and jot down the weight on a stick-up. To eliminate human error each spring is tested at least three times. Any obvious flyers are thrown out and the testing is repeated until I have a cluster of similar values.

I try to do forty or fifty valve springs at a time. The first step is to clean them and inspect each spring visually for scratches or pitting anything that might serve as a stress-riser. They are then gauged for total length, then for squareness, both tests done on a surface plate allowing me to do a handful of springs at a time. Alas, when dealing with new, after-market springs those two tests may reduce the batch by half.

Any springs that pass the initial tests are then tested for compression height. They are then sorted according to their stick-ums and made up into matching sets, coated with preservative and put aside until needed. It isn't the Bureau of Standards but it's better than guess-work, which is what you have if you don't test your springs.

In making up a set of springs for a low rpm engine I want the lowest strength and the narrowest range. Of the two, I think matching the range is the most important factor. If I can't make up a set within half a kilo of a given strength, I'll generally keep looking.

NOTE: Many fail to appreciate the importance of 'balance' in an engine. The reason professionals put so much emphasis on balancing is because the engine must use power to overcome any imbalance before any usable power can appear at the crankshaft. That means any imbalance is

effectively multiplied by two. Using springs of equal strength is part of the balancing process.

If you are building just one engine you should try to find someone who has a valve-spring tester. Baring that, you should cobble up your own using a bathroom scale.

So what happens if you simply buy a new set of springs and throw them in? Hopefully, not a lot. There is a chance the set may contain a spring having a radically different value but with the forgiving VW tolerance of 9 kg, the odds are the engine is going to run. Sorta :-)

I should also mention that I don't know of a single non-professional engine-builder who tests their valve springs. This is another of those details they deem 'unimportant.' And when addressed in isolation, perhaps it is. But a professional engine builder addresses all of those 'unimportant' details, picking up a little torque here, better fuel consumption there, optimizing each unimportant detail for better efficiency, more power, cooler running and slower wear. No single one of those unimportant details results in a dramatic change. But add them all together and it isn't uncommon for a professionally built engine to produce up to 25% more power than a poorly built engine of exactly the same displacement. And to last twice as long as well.

Bob Hoover

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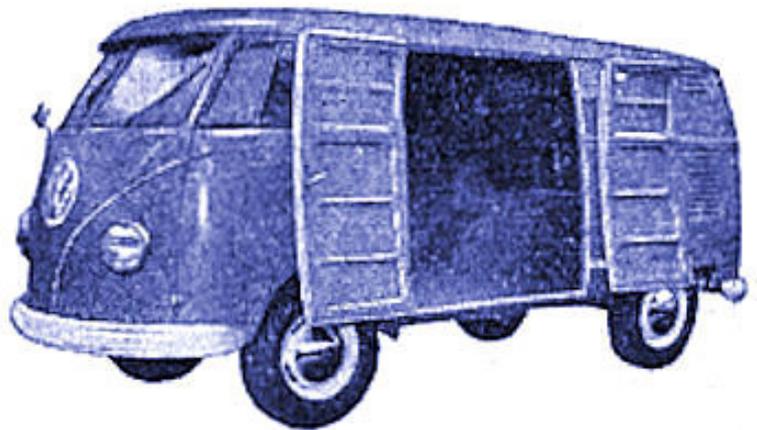
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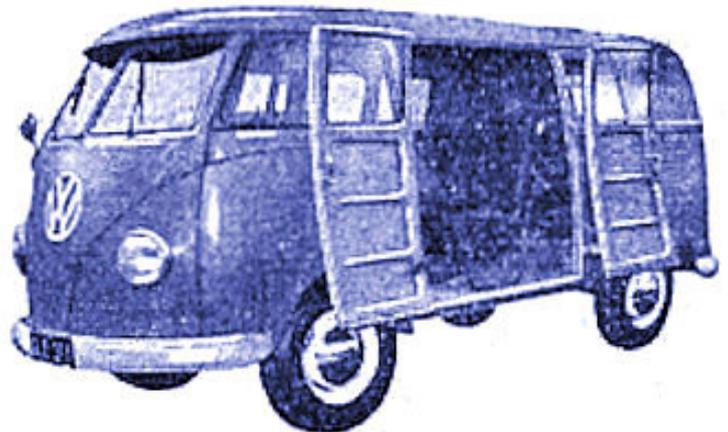
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Exoticars Service Centre	(02) 9683 2110
Expert Signs	0416 258 763
Forty Horse T-Shirts	fortyhorse.com.au
Gold Coast Vee Dub	QLD (07) 5537 6200
H & M Ferman	(02) 9533 2722
Harding Performance	QLD 1300 730 949
Indian Automotive	(02) 4731 64441
J.C. Fry's VW Spares	(02) 9438 4588
Just Kampers Australia	(02) 9645 7660
Kemp Tools	0402 888 822
Klaack Motors	(02) 9724 5901

Klassic Kombiz	0411 170 729
MacKellar Service Centre	(02) 9939 2467
Mick Motors	QLD (07) 3266 8133
Millennium Bug	themillenniumbug.com.au
Mobile Auto Models & Toys	0403 012 060
Motexion Bulkheads	1300 563 333
Mountain Mechanics	0418 426 487
NRMA Vintage Classic Insurance	1800 646 605
North Rocky Mechanical	QLD (07) 4922 0555
Nulon Australia	1800 679 970
Pacer Auto Products	(02) 9647 2056
Quik Strip Bankstown	0418 440 131
Red Van Tyre Colouring	0408 254 574
Reliable Automotive Services	(02) 9438 3830
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	13 46 46
Stan Pobjoy Race Engineering	(02) 6654 3694
Subarugears	0419 243 275
Unicap Pty Ltd	(02) 4777 4006
Vintage Vee Dub Supplies	(02) 9789 1777
Volkswagen Autos	(02) 9688 2933
Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
VolksMüller	(02) 9679 2900
Volkswerke	VIC (03) 9435 1868
VW Classic Kirrawee	(02) 9521 5333
VW Magazine Australia	QLD (07) 3806 1240
VW Spectacular	0427 695 203
Wayne Penrose VW	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	VIC 1300 370 310
Wolfsburg Motors Sydney	(02) 9519 4524
Wurth Australia	1300 657765



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