

# Zeitschrift



Volkswagen wins Rally Australia - again.

## October 2014

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Shifter bush replacement  
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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## 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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Quik Strip Bankstown	Westside Mufflers

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





# 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.



# It's on again!

# Boris' VW Picnic Day & Swap Meet 2014

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

**When: From 9:00am Sunday 9th November 2014**

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

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

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

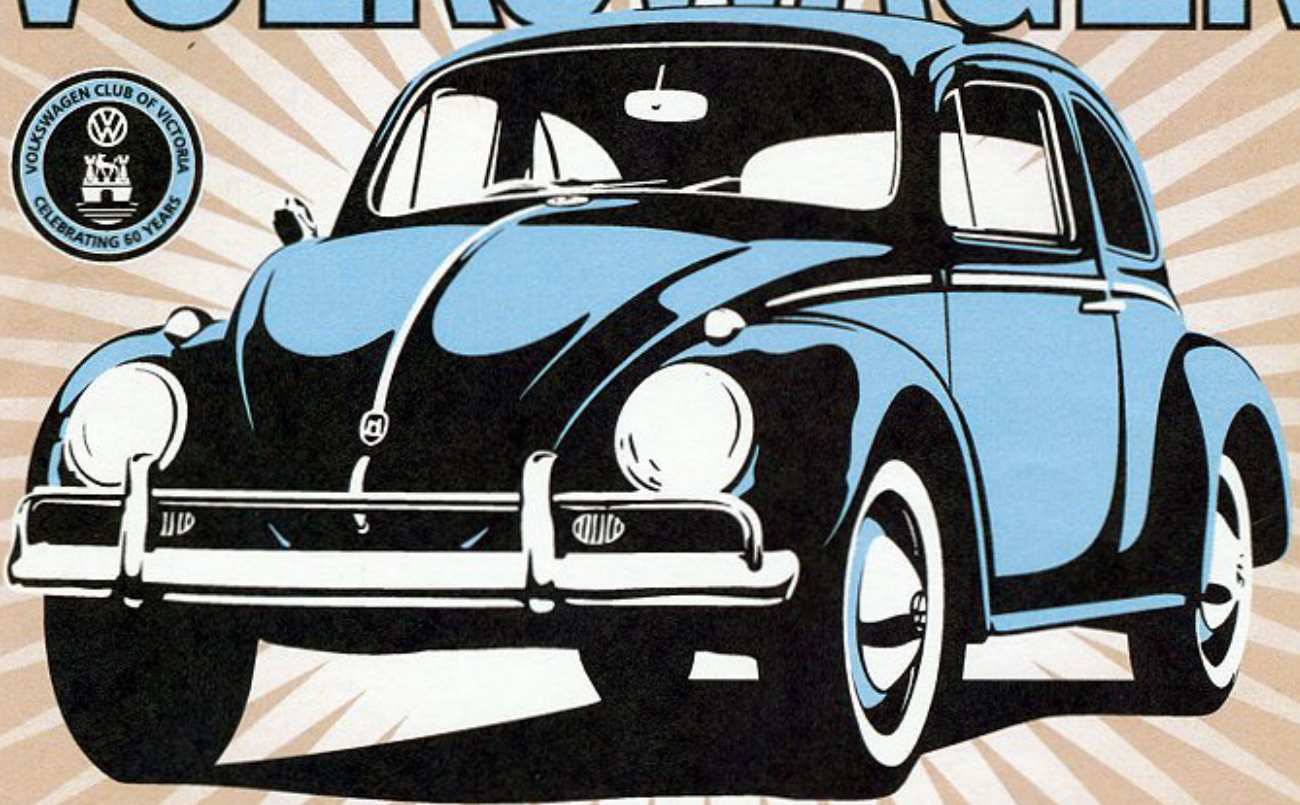


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# Melbourne DAY OF THE VOLKSWAGEN



**CELEBRATING 60 YEARS OF THE VOLKSWAGEN CLUB**  
**SUNDAY 16TH NOVEMBER 2014 YARRA GLEN RACECOURSE**  
**SHOW 'N' SHINE SWAP MEET TRADE DISPLAYS**

**BEETLE RESTORATION  
RAFFLE DRAW AT 2PM**



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YARRA GLEN RACECOURSE Armstrong Grove, Yarra Glen (Mel. Ref. 275 C1). Public Entry 9am, Trade Display and Swap Site Entry 8am.  
Show and Shine Entries Close 11am sharp. Beetle Restoration Raffle draw 2pm.  
NO DOGS OR BBQ'S PERMITTED ON THE VENUE GROUNDS.



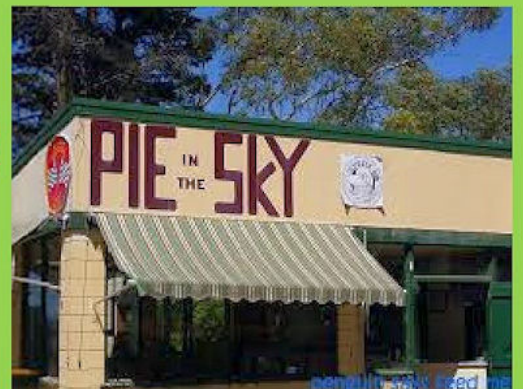
# Jeff and Craig's Pie In The Sky Cruise

SUNDAY the  
30<sup>th</sup> of  
NOVEMBER

Meet at McDonalds Dural between 9:30 and 10am for departure at 10:20am to arrive at Pie in the Sky.

There will be lots of delicious food and a great look out over Porto Bay. There will be trophies for the best water-cooled and air-cooled volksies and a lucky dip for kids!

Please call Craig on 0404184893 to RSVP





# Von dem Herrn Präsident.

Well, with president Steve and several of the other committee guys away racing VWs at Warwick this long weekend, I'll fill in with a quick Editor's report.

With springtime now here and the weather warming up, the events calendar is getting busy. Last month we had two events on the same weekend (20-21 September), the German Auto Display in Canberra and the Burwood festival in Sydney. There are reports and photos in this issue. As I type this, the Warwick VW drags are on in QLD and there is also the Oktoberfest at the Hubertus Club – although not a VW event this year.

Norm has just returned from his annual Bug-Off! Cancer Cruise around Tasmania, escorted this year by Bob Hickman. Norm has just sent us a detailed report with photos, which will be in next month's issue. Norm is having a break from the event now, so this one will be the last for the time being.

Coming up later this month is the annual Southern Highlands Motorfest at Bowral on Sunday 26th. This is a great day, parked on the Chevalier College oval and enjoying the local fete. So shine up your VW and come along; we'd like to out-number the Morris Minors! Meet us at Uncle Leo's Caltex, at the Liverpool Crossroads, at 7:15am for a 7:30 cruise departure. Yes, we really do have to start that early – it's an 80 km drive and will take an hour or so.

Dave has confirmed that Boris' Picnic Day will be on again, on Sunday 9 November at the usual venue, Cook Park at Dolls Point. It's a great day by the bay, with plenty of sunshine, the yummy BBQ sausages and lots of shiny VWs. Don't miss it!

In November some members will also be heading to Melbourne for the Day of the VW at Yarra Glen Racecourse on 16th. This is the Melbourne version of the VW Nationals, so make the trip if you can. Then on Sunday 30th is a new event – Jeff and Craig's cruise to the Pie in the Sky diner. Meet at Maccas at Dural at 9am, then we'll cruise across Galston Gorge to Cowan. It should be a good day; thanks Craig and Jeff for organising it.

In December we have our Parramatta street display on Friday 5th, and the Club Christmas Party at the Greyhound Club on Thursday 18th. Food and drink will be provided, as well as Christine's giant Xmas raffle. Don't forget to bring a wrapped present, to the value of about \$5, to gain free drink vouchers.

In other club news, we have been having significant discussions on the trophies and judging at next year's VW Nationals. Some people would like to see the current peer-judging replaced by traditional assigned judges, and whether it should be for a proposed 'concours' category – or ALL categories. Joe Buttigieg is trying to get this organised, so if you have any suggestions or can help out, give him a ring (0449 291642). We would value your input.

Those members who still get the old-fashioned printed copy of the magazine would have noticed the vast improvement in print quality with the last issue. As we reported, our old printers Snap had changed owners and their job quality was awful. We have moved to new printers, Minuteman Press at Peakhurst, and it's now in colour. We

will ensure there are extra spare copies available at the monthly meeting, if you would like to come along and take one. Members will still receive the magazine in full-colour PDF from their club email, as before.

See you at an event soon. Up the Rabbitohs!

Phil Matthews



## Kanberra Kapitel report.

Hi everyone, Spring has sprung, although you wouldn't know it on some of those cold mornings.

This month we had our German Auto Display carshow. It was a great day with some excellent cars and lots of interested onlookers. There are reports by Norm and Raymond in the magazine. There are many people to thank for their help on the day, from the volunteers and marshals, to the members who helped to organise, and the ones who cleaned up at the end. So many hands to make this day great. Two thumbs up to everyone who helped on the day.

Our major sponsor for 2014 was again Lennox Volkswagen. We are very appreciative for their support. We also had help from A & R Auto (VW Mechanics, Mitchell) for the supply of pistons for the trophies, as well as Kombi Bliss (VW Hire for Weddings and Formals) who donated new radios. And of course, the continued support from Club VeeDub is hugely appreciated.

Thanks to Willie, we organised to have Fletch from Classic Restos (TV show) present on the day, who filmed an episode of the show there, including interviews with 3 Volkswagen owners (as well as a chat with Willie about the show organisation). This episode has already aired in Melbourne and will be TV soon, its also available to watch on the internet.

We did have an issue with advertising of the cruise this year that wasn't actually run this year. My fault in the grand scheme, and I am sorry of this disadvantaged anyone. Its something to learn from and we will endeavour to get this right in the future.

In all, a great show with the usual few issues, but that's life. Thank you to everyone who attended, I hope you enjoyed the day.

In October I'll be running a simple cruise to Tidbinbilla Tracking Station, where we can have a bite to eat and check out the visitor information. I'm looking at Sunday 26 October, and we'll be in touch via email to arrange the day and to hopefully get some cars out on the road.

I'm looking for someone to run our annual Christmas Lights Cruise. If you are interested or want to know more please ask and we'd be happy to talk to you about it.

Catch you all soon,

Bruce



# Klub Kalender.

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

## October.

**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.

**Sunday 9th:- Boris' Picnic Day 2014** at Cook Park, Dolls Point, right beside the waters of Botany Bay. VW display, VW swapmeet, club stand, BBQ sausage sizzle. Shine up your VW for the summer and enjoy a day by the bay. All VWs welcome, old and new. \$5 entry, \$10 swappers. Come rain or shine! Phone Boris on (02) 9789 1777 for more info.

**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

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## Attention Members:

Next year the club is considering replacing Peer-Judging in preference to the old system of format judging which means that four parts of the vehicle are judged separately, the body, the interior, the engine bay and undercarriage. If you're not showing your car at the Nationals next year and would like to help us out, why not be a volunteer judge.

So, those of you who are interested, please send me an email [library@clubvw.org.au](mailto:library@clubvw.org.au) or call me on 0449 291 642. By the way the pay is good: free entry into the show and free sausage sizzle and drink.

Cheers  
Joe Buttigieg

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.

**Sunday 18th:- VW Watercooled Summer Cruise.** To be confirmed as Aaron is now in Melbourne.

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

## February.

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

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

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

**Monday 23rd:- Canberra General Meeting** at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.



## Trades and services directory.

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## Trades and services directory.

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## 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:- VW Beetle, 1966 model on '72 pan.** 2100cc motor, many extras \$13999 ono. Also, VW Beetle 1 x 1970 model, 1 x 1975 model just put together no rust, rust proof. \$2500 each ono. For more information contact Albert Verhey on 0435 404277.

**For Sale:-** It is with deep regret that I am having to have a sale of my prized VW vehicle and a spare motor.

**Item 1: 1976 Convertible Beetle** – an oldie but a goodie with a fresh vibrant colour scheme, 12 mth rego, no rust, new shocks, new brakes, recently serviced, 1600 twin port engine. BM46QY \$10,000 (very neg).

**Item 2: 1600 Twin port motor** – strong motor, has sat in a car in storage for 10 year, started regularly \$1,000 ono  
All items are in Orange. If you are interested, please contact Rod on 0428 729100 or (02) 6361 1354 after 5 pm, or email [dickinson2001@iprimus.com.au](mailto:dickinson2001@iprimus.com.au)

**Free to Good Home:-** I have a spare windscreen never used and in good order and the rubber mount for the **original VW Golf**. (My son had one some years ago). I would be happy to give it to anyone who wants it rather than just throw it away on the tip. If anyone does want it could they contact me on the above phone or email address. Please contact Mr Parry

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**For Sale:- 4 hot-wire mag wheels** 14x7 4x130mm pcd in very good condition with tyres. Asking Price \$500.00. Contact John on (Mobile) 0400 241154 or email [jad-68@hotmail.com](mailto:jad-68@hotmail.com)

**For Sale:-** Hi, I sell white cabrio WV 71 and yellow cabrio WV 73. Registered in Italy. Regards, Mr Carotenuto Giancarlo. Email [giancarotenuto@yahoo.it](mailto:giancarotenuto@yahoo.it)

**Wanted:-** I have a 1959 VW and am chasing a good second **VW emblem** that goes on the bonnet up near the windscreen. Does any one in your club have one to sell or can some one point me in the right direction to getting one? If you would like a photo of the car or need photos to see where it goes please email me. Any help would be very grateful. Please contact Mr Graeme Poustie on 0418 710781 or email [grpoustie@gmail.com](mailto:grpoustie@gmail.com)



## Trades and services directory.

## Trades and services directory.

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# VW finishes 1-2-3 at Rally Australia.

Sebastien Ogier led Volkswagen's first World Rally Championship podium sweep on the recent Rally Australia at Coffs Harbour, as he fended off team-mate Jari-Matti Latvala and also clinched the manufacturers' title for Volkswagen – for the second year in a row - in the process.

Rally Australia was the 10th Round of the 13 that comprise the 2014 WRC season. The VW Polo WRCs had already won at Monte Carlo, Sweden, Mexico, Portugal, Argentina, Italy, Poland and Finland, with only Hyundai winning the German Rally spoiling the VW's perfect record. Sebastien Ogier and the VW Polo WRC had won in Australia last year too.



This year, the two VW drivers broke away from what had begun as a very close five-way lead fight on Friday also involving Andreas Mikkelsen, Kris Meeke and Mikko Hirvonen.

Latvala spent a portion of Saturday in the lead, only to allow Ogier back ahead when he went with soft tyres all round in anticipation of rain on a stage that proved dry and sunny.

Ogier mixed his hard and soft tyres for that loop and moved into a lead he wouldn't relinquish, even though Latvala kept pushing and finished only 6.8 seconds behind.

Meeke did his utmost to get his Citroen among the VW Polo WRCs and led much of the first leg.

His hopes of a podium were finally dashed with a penalty for corner-cutting on Saturday, leaving Mikkelsen with a quiet run to third that let VW clinch its second straight WRC title with its first one-two-three.

With Latvala pipping Ogier to the maximum Powerstage bonus, the Frenchman's championship lead stands at 50 points with three rallies to go, raising the possibility of Ogier clinching his second title at home in France next month.

Meeke easily moved back into fourth ahead of Hirvonen's M-Sport Ford on the final day.

Rally Germany winner Hyundai had to settle for sixth, seventh and 10th with Hayden Paddon, Thierry Neuville and Chris Atkinson this time, with Neuville having been delayed by an impact with a post on SS5.

Thanks to its unassailable lead, Volkswagen has now wrapped up the WRC Manufacturers Championship, for the second year in a row. There are just three more rallies left this season, France and Catalunya (Spain) in October, and the



RAC Welsh Rally in November.

## Results:

- 1 Sebastien Ogier Volkswagen Motorsport Polo WRC 2h53m18.0s
- 2 Jari-Matti Latvala Volkswagen Motorsport Polo WRC 6.8s
- 3 Andreas Mikkelsen Volkswagen Motorsport Polo WRC 1m18.0s
- 4 Kris Meeke Citroen Total Abu Dhabi WRT Citroen 1m44.0s
- 5 Mikko Hirvonen M-Sport Ltd Ford 1m53.6s
- 6 Hayden Paddon Hyundai Motorsport N Hyundai 2m56.2s
- 7 Thierry Neuville Hyundai Motorsport Hyundai 4m28.2s
- 8 Elfyn Evans M-Sport Ltd Ford 5m10.0s
- 9 Robert Kubica RK M-Sport WRT Ford 6m39.8s
- 10 Chris Atkinson Hyundai Motorsport Hyundai 9m29.4s

## New Polo released.

The updated 2015 Volkswagen Polo has arrived in Australia, bringing lower pricing, revised styling, and new engines.

The face-lifted Volkswagen Polo went on sale last month with pricing kicking off from just \$15,990 driveaway for the entry-level 66TSI Trendline manual model, putting it close to sharply priced Japanese rivals such as the Honda Jazz, Toyota Yaris and runout Mazda 2. The rest of the range will also see the introduction of driveaway pricing for the first three months on sale - see below.

The new Polo is currently available in only two trim levels - the entry-level 66TSI Trendline (with a list price from \$16,290 - down \$700 on the old base car) and the top-end 81TSI Comfortline (list price: \$18,290 - down \$950 on the 77TSI). The existing Polo was available with the entry-level 1.4-litre Trendline, 77TSI Comfortline, 66TDI Comfortline turbo diesel model, and the flagship GTI sports variant. The GTI is expected to arrive in 2015, while VW Australia has ruled out any plans for a diesel model this time around.



Gone is the previous base model's 1.4-litre naturally aspirated engine, as both Polo models now get a new 1.2-litre turbocharged four-cylinder petrol engine - but it isn't the same one that was previously available in the 77TSI model. The new petrol turbo is lighter and more efficient, and offers re-mapped power delivery for better drivability.

The entry model produces, as its name suggests, 66 kW of power (at 4400-5400rpm) and 160 Nm at just 1400rpm. The previous 1.4 MPI had 63 kW at 5000rpm and 132 Nm at 3800rpm. The 81 TSI has, you guessed it, 81 kW of power delivered between 4600-5600rpm, while torque is rated at 175 Nm at 1400rpm (compared with 77 kW at 5000rpm and 175 Nm at 1500rpm). Both versions are fitted with a manual transmission as standard - a five-speed 'box for the 66TSI and a six-speed unit for the 81TSI. A seven-speed dual-clutch DSG automatic is available as an option for both versions (it adds \$2500).

Fuel use for the 66TSI version is rated at 4.8 litres per 100 km for the manual and automatic (a drop of 1.3 L/1.2 L over the previous base car), identical to the auto 81TSI model, while the manual 81TSI uses marginally more at 4.9 L/100 km (still down by 0.6 L on the 77TSI). Buyers may wish to note, though, that both require 95-octane premium unleaded fuel as is usual for modern non-GTI VWs. No diesel is available, meaning Aussies miss out on the ultra-frugal new three-cylinder turbo diesel.

In terms of styling, the updated Polo introduces a number of mild nips and tucks to its exterior, including a revised grille, headlight and bumper treatment, and a different rear bumper and tail-light inlays.

Inside there have been a few more noticeable changes, including a standard 5.0-inch colour touchscreen media system and revised fabrics, not to mention the restyled air vents.



Satellite navigation was previously optional on the Polo with a larger 6.5-inch touchscreen infotainment unit, but is now unavailable, even as an option, due to the new media screen being incompatible. Otherwise, standard equipment levels go largely unchanged.

Two option packages are available on the top-spec model.

The Driving Comfort package includes adaptive cruise control, climate control air conditioning, an auto-dimming rear-view mirror, a driver fatigue detection system, city emergency brake system with warning and auto-braking, auto headlights, auto wipers, a reverse-view camera and tyre pressure monitoring. It costs \$1500.

The Sport package includes 17-inch alloy wheels, tyre



pressure monitoring, lowered sports suspension, dark tinted rear glass and front fog-lights with static cornering function. It also costs \$1500.

There are six colours available for the 2015 Polo: Pure White, Cornflower Blue, Sunset Red metallic, Pepper Grey metallic, Reflex Silver metallic and Deep Black pearl effect. Premium paint finishes add \$500 to the price.

#### **2015 Volkswagen Polo - pricing (plus on-road costs):**

**66TSI manual - \$16,290 (down \$700); introductory driveaway pricing - \$15,990**

**66TSI DSG - \$18,790 (down \$700); introductory driveaway pricing - \$18,490**

**81 TSI manual - \$18,290 (down \$950) introductory driveaway pricing - \$19,490**

**81 TSI DSG - \$20,790 (down \$950); introductory driveaway pricing - \$21,990**

## **Jetta face-lift.**

The slow-selling Volkswagen Jetta could soon receive a much-needed jab in the arm.

The Jetta - essentially a Golf 6-based mid-size sedan that sits separately with higher pricing and varied equipment levels - has floundered in Australia this year, with sales dipping 35 per cent to the end of July.

But Volkswagen Australia managing director, John White, said that there are plans to give the unappreciated sedan some attention, with a face-lifted version - as debuted at the 2014 New York auto show in April - confirmed for Australia.

"Jetta is going to have some enhancements to it as part of refresh of the vehicle, as you may have seen," he said. "Those enhancements are going to come to the Australian market."

The changes seen to the car revealed in New York





include revised front and rear styling, while the interior changes include a new steering wheel design, colour multifunction display, new trim highlights, and new fabrics for the seats.

Under the bonnet, the Jetta is expected to adopt a new 1.4-litre turbocharged four-cylinder petrol engine from the Golf range (with 103 kW/250 Nm), and the option of a revised 2.0-litre turbo diesel (with 110 kW/320 Nm). These engine changes are not yet confirmed. For the American market, US buyers can choose the Jetta with a 2.0 non-turbo, 1.8 or 2.0 turbo, 1.4 turbo petrol-electric hybrid, and 1.6 or 2.0 TDI. The previous 2.5 litre petrol fives have been discontinued.

"We're taking a look at the way we're going to be configuring the car line, and you can count on the car line to have more features and benefits than it has as we look to maximise the opportunities in the Jetta and make it a much better volume competitor.

White said he believes the car's sales aren't representative of the quality of the vehicle.

"I think Jetta has a significant role to play in the market. There's no reason that it can't. And that's all under our control," he said.

The current Jetta is priced from \$24,990 for the base manual version through to \$35,790 for the top-end diesel auto - those are the manufacturer's list prices, but VW has been running a long campaign with driveaway pricing for the Jetta starting at \$22,990. Those prices place it above the Golf hatch, which kicks off at \$21,490 and tops out at \$34,790.

When asked if he would consider matching the Jetta and Golf on price in the same way that Hyundai does with its Elantra and i30, Kia does with its Cerato hatch and sedan, and Mazda does with its high-selling 3 models, White didn't put a line through the notion.

"It's interesting. In this market, Jetta is at a premium to Golf. In North America, Golf is at a premium to Jetta," he said. The Jetta is built in Puebla, Mexico, while the Golf is built in Germany - which makes the Jetta's price premium on the Golf in Australia somewhat difficult to justify.

The revised version is expected to be on sale in Australia in the first half of 2015.

## Chinese VW Lamando.

Meanwhile, the Jetta-sized Volkswagen Lamando four-door 'coupe' has been unveiled at the Chengdu auto show in China.

Although it's aesthetically similar to the Jetta sedan, the new Lamando rides on the more modern and flexible MQB architecture, meaning that the new car has more in common with the latest generation Golf. It could well be a preview of the all-new Jetta 7 due in a year or two.

Apart from the size of the alloy wheels, and detailing around the tail-lights, exhaust tips, headlights, and lower portions of the front and rear bumpers, the production Lamando is unchanged from the New Midsize Coupe (NMC) concept that debuted earlier this year.

The NMC concept measured 4.59 metres from front to rear, had a roof height of 1.42m and was a broad 1.83m wide. Although Volkswagen has yet to confirm the Lamando's dimensions, we expect the production vehicle to measure



within millimetres of the concept car.

The company has yet to release official photos of the four-door's interior, but earlier spy photos indicate that it won't deviate too far from the standard Volkswagen design template.

According to CarNewsChina, the Lamando buyers will be able to choose between Volkswagen's turbocharged 1.4- and 2.0-litre petrol engines. Front-wheel drive will be standard, and the company's seven-speed dual clutch transmission (DSG) will be available.

Produced by the Shanghai-Volkswagen joint venture, the new Lamando will go on sale in China in November, with prices beginning from 180,000 yuan (\$31,500).

Multiple reports indicate the Lamando will also be produced at Volkswagen's Mexico facilities from around 2016 onwards, which also indicates that it will turn out to be the next Jetta.

## Tiguan upgrades.

The Australian Tiguan line-up is set to see some shuffling in the latter part of 2014, including the addition of a standard reverse-view camera on all models, and a new sporty R-Line model.

Volkswagen Australia managing director John White said that the popular Tiguan compact SUV range will be adjusted in the fourth quarter of the year, with a focus on offering better value for money and more standard gear - the biggest addition being the potentially life-saving reverse-view camera, which was previously only available as an option on the top-end 155TSI model.

"You're going to see us take some actions with Tiguan to make it more attractive," White said. "We still have two more years to go with the current Tiguan.

"We're going to reposition the car with more features in the line-up. So for instance you're going to see us put in a rear camera, as an example, in the base car," White confirmed.



Other standard items for the update include a new touchscreen media system and reversing sensors.

"You're going to see us realign pricing and positioning. We're not going to talk today about to what extent we're going to do that. But you're going to see us take some of these actions to help drive us to get an even bigger share of that market," he said. But he didn't say whether that would mean pricing would go up or down.

The Tiguan has been confirmed to be the latest Australian recipient of Volkswagen's R-Line styling package, in the wake of R-Line versions of the Beetle and Golf launching here earlier this year.

The R-Line version of the Tiguan is expected to see the introduction of larger (19-inch) wheels, bi-xenon headlights, wheel-arch extensions, new-look front and rear bumpers, and R-Line logos on the grille and door-sills. Inside, the Tiguan R-Line gains sports seats with two-tone trim, R-Line embroidery, a leather-trimmed steering wheel with R-Line badge, and stainless steel pedals.

It's not yet clear whether the R-Line will form a part of the model range, or if it will instead be offered as a package, as is the case for the Golf and Beetle. No matter what the case is, expect it only to be available with the flagship 2.0-litre turbocharged four-cylinder petrol engine with 155 kW and 280 Nm.

White also confirmed an engine upgrade for the diesel version of the Tiguan.

"We're going to replace the diesel offering with a higher-output diesel engine," he said, with the most likely diesel to replace the current 103TDI (with 103kW/320Nm) being the 130TDI unit with 130 kW/380 Nm from the Passat. Fuel use for that engine may drop from the 103TDI's claim of 6.2 litres per 100 kilometres.

## New Tiguan in 2 years.

The next-generation Volkswagen Tiguan SUV is still two years away, but the new version will be worth the wait.

That's according to Volkswagen Australia's managing director, John White, who said that the all-new Tiguan will be a game-changer for the brand. It is well into development in Germany and will be built off the same MQB modular architecture as the seventh-generation Golf.

"What we're getting is a totally redesigned vehicle, which is going to be longer, have a bigger boot space, and we're looking at a third-row seat option," White said.

This confirms reports that have been circulating for months (see last month's Zeitschrift) over a three-row, seven-seat Tiguan model that is expected to grow in size to measure



up closely to the recently revamped Nissan X-Trail.

"I saw the new car [in Germany] in March. It looks phenomenal. It's a completely different style - more aggressive," White said.

In terms of styling, White couldn't give much away, though it is expected the new model will bear some of the design cues that the brand has brandished upon its recent concept SUVs - such as the CrossBlue, Cross Coupe, CrossBlue Coupe and Taigun - and its revised family face, as debuted on the recently revealed Passat.

White confirmed that VW would offer plenty of incentives to buyers of the current-generation Tiguan, which has been on sale since 2008. Indeed, the brand has confirmed plans to offer a revised Tiguan range with more standard equipment, not to mention the addition of a more potent turbo diesel offering, and a new R-Line styling pack.

However, there was no disguising the expectations that White holds for the second-generation Tiguan, due in 2016.

"When that comes out it's going to be big for us," he said. The Tiguan has been selling well for VW Australia this year, with sales up 8.7 per cent in the crowded small SUV segment that is dominated by the Mazda CX-5, Hyundai ix35 and Subaru XV.



The small SUV segment is hitting new heights, with overall sales leaping 17.3 per cent year-to-date. New vehicles that are a size smaller than the Tiguan - such as the Holden Trax - are also causing plenty of raised eyebrows.

Volkswagen Australia doesn't look likely to offer a new SUV to rival the Trax, Ford EcoSport, Peugeot 2008 et al, despite the German parent revealing a concept SUV that could indeed fill the small SUV role in its global line-up.

"Right now we don't have any confirmed plans to bring in anything under the Tiguan," White said. "You probably saw about a year ago, this new car called the Taigun. That's on the Up! platform, so [we think] it's too small for the market."

White said the segments below and above the Tiguan were of the biggest intrigue, as Volkswagen aims to capitalise on the growth in the Australian SUV segment (up 4.1 per cent in a market that is otherwise down 2.1 per cent).

The ideal vehicle to fill the gap between Tiguan and Touareg - a new production model based on the CrossBlue concept seven-seat SUV - has been confirmed for left-hand-drive markets, and White said there are plenty of fellow right-hand-drive regions that also want the car.

"Right-hand drive markets have their hands up for it," he said, "and that includes us."



## More R-line models.

The sporty Volkswagen R-Line option pack will be available to order on more models in Australia in the coming months.

Volkswagen Australia has confirmed it will soon be selling an R-Line package for the Golf Wagon and a revised version of the Tiguan SUV, joining the current R-Line-equipped models that consists of the Touareg, Beetle and Golf hatch.



The R-Line packages vary between models, but the general idea is to make the car look and feel more sporty to drive. Additions such as larger alloy wheels (usually 18- or 19-inches) lowered sports suspension, revised front and rear bumpers, R-Line badging and sportier interior finishes are the staple items of R-Line versions.

The R-Line models are generally reserved for the top-end model. In the Golf's case, it's the Highline, where the package adds \$2200 to the price. The Beetle is only available in one standard specification, with an R-Line pack adding \$2000. The Touareg is the odd one out, as it has a dedicated V8 TDI R-Line model, priced at \$114,990.

Volkswagen Australia managing director, John White, said that the idea with R-Line is to give buyers who want to stand out from the crowd something a little more desirable, but not at the same sort of premium that the 'R' all-out performance models attract.

White said the idea with R-Line is that it will eventually expand to all viable models.

"We'd like to," White said of the idea of offering an R-Line package for all Volkswagen products. "Australians like tough looking cars, better performing cars. They like more creature comforts, more equipment."

Volkswagen Australia general manager of communications, Karl Gehling, confirmed that there are



further gaps to be filled in the R-Line portfolio, but that some models haven't yet seen the R-Line treatment, including the updated Polo recently launched in Australia.

"We're offering more broadly across the range to have a defined high-series R-Line range of models," Gehling said.

"Absolutely, we are considering it for each model variant that has [an R-Line version] available. But it's not available for every model, yet."

When asked whether the closeness of the 'R-Line' styling package name and the true 'R' performance models draws confusion from customers, Gehling admitted it could be tricky to differentiate for the uninitiated.

"I think there is some confusion because we often get people talking about, you know, what engine does it have," he said. "For a lot of customers, with the TSI engines we've got, a lot of people are very pleasantly surprised with the performance of the regular engines. The aim of having the fastest, or the highest output engine, is not necessarily the be-all and end-all.

"But the whole point of the R-Line models is to give people who want to give their car a more dynamic visual lift. It's not solely external design changes, it's also that they come with the lowered suspension, so there is a benefit from a handling perspective as well," he said.

## Scirocco R still alive.

The Volkswagen Scirocco R may not be dead in Australia, after all.

Earlier this year Volkswagen Australia confirmed it was reassessing the need for the Scirocco R as part of the local line-up, particularly given that VW already had models such as the Polo GTI, Golf GTI and GTI Performance and Golf R as part of its range.



Volkswagen Australia said at the time that the future of the Scirocco R was uncertain, but now the company's managing director, John White, has confirmed that the Scirocco R will return to our shores in its updated guise in November.

"What we had indicated was that the Scirocco was under review. We weren't sure whether we were going to take the car that was shown at the Geneva motor show. We indicated that we were exiting Up!, that we were pulling Eos out of the market, and that we were thinking about Scirocco.

"We didn't confirm it was coming, and we said it was under evaluation," White said. "It was pretty interesting, because after we made those comments we got a lot of



feedback through social media, some from the press, some from our dealers basically asking us why we were doing that, and if there was a role for Scirocco to play.

"We've reconsidered, and we are going to take the car," White confirmed.

"We'll be announcing pricing and specs probably around the same time we'll be making a more formal announcement around [a repositioned] Tiguan [range]," he said, with that announcement expected in October or November.

White said that the car will be limited in terms of its volume, and will likely be more niche than the vehicle it replaces. That could mean a price hike over the existing model, which was priced from \$47,490 for the manual and \$50,990 for the DSG version.

"Our plan will be to focus on the R at a much lower volume. We tried to really push it before from a volume perspective. Our volume aspirations were somewhat bullish.

"One of the things I mentioned to the press is I'm trying to de-proliferate our line-up. We're de-proliferating options, specs, colours. We're going more in to packages, things like that. That's where the whole Scirocco thing came under [scrutiny]," he said.

Unlike hot European models, the Australian-spec Scirocco R will be sold with a low-output 2.0-litre turbo four, producing 188 kW and 330 Nm. That's down on the Golf R five-door hatch (priced from \$51,990) which has 206 kW and 380Nm

However, there could be room for a more affordable, less powerful version of the Scirocco in Australia. In Europe Scirocco buyers can choose from a 90 kW turbo 1.4 (including Bluemotion); a 118 kW 1.4 TSI twin-charger and a 155 kW 2.0-litre TSI; and there are also diesel choices - 103 kW and 125 kW versions of the 2.0 TDI, as well as the top-model 2.0 FSI/R, the only model we get.

"I see a market," White said of a potential budget competitor to take on the likes of the Hyundai Veloster SR Turbo and Kia Pro\_cee'd GT.

"We did look at, let's call it a non-R Scirocco, and decided, you know what, we'll keep it in the R configuration, keep the volume tight, and the options on it tight as well, and then see what we can do."

## 4-door XL2 coming.

A new, more practical four-seat version of the ultra-efficient Volkswagen XL1 is expected to become a reality, according overseas reports.

UK publication Autocar states a new four-seater model of the Volkswagen XL1 plug-in hybrid diesel is in the works, as the brand looks to expand its eco-conscious range of vehicles in anticipation of a number of high-tech rivals - namely the production Honda FCEV and Toyota Mirai hydrogen fuel-cell models. The new, more practical car is expected to be called the Volkswagen XL2.

Currently, the limited-production two-seat Volkswagen XL1's high-tech drivetrain consists of an 800cc two-cylinder 35 kW diesel engine, teamed to a 20 kW electric motor. The XL1's claim to fame is its fuel use - 0.9 litres per 100 km.

The new car is expected to see a larger capacity battery, with a bigger safety cell, two more seats and extra doors expected to add about 150 kilograms to the current car's 795kg frame. However, the report suggests the bigger, heavier model will still retain the same fuel use figure thanks to aerodynamic enhancements that stem from extending the length of the body of the car. In short, it'll be sleeker.

The body of the car will require significant changes, and while the main underpinnings such as sub-frames, suspension and braking systems will likely be carried over, the new four-seater will likely ride on a longer wheelbase and feature two rear seats accessed via a pair of rear-hinged doors, similar to those seen on the BMW i3.



The XL1 isn't sold in Australia, and Volkswagen Group Australia has previously stated it has no plans to offer the car here. In Europe, the vehicle is a niche offering that costs 111,000 euros (\$159,500).

## 2015 Touareg.

The 2015 Volkswagen Touareg's 3.0-litre V6 TDI diesel engine will get more power and will be more fuel efficient when it goes on sale early next year.

Fuel consumption of both the 150 kW tune and the high-power version, which is up from 180 kW to 193 kW, both fall to 6.6 litres per 100 kilometres, representing economy improvements of six and eight per cent respectively based on European data. Torque is understood to carry over unchanged at 400 Nm for the entry model and 550 Nm for the higher tune.

Many potential buyers will wonder why this engine is not also fitted to the Amarok ute, which needs a more powerful engine choice in its market niche.

For the new Touareg, carbon dioxide emissions dip to 173-174 grams per kilometre, while the introduction of a 'selective catalytic reduction' catalytic converter is said to



significantly reduce the amount of nitrogen oxides in the exhaust fumes.

Touareg V6 TDI models gain a coasting function, where the standard eight-speed automatic transmission is disengaged to utilise kinetic energy when no acceleration is required.

Aerodynamic refinements to the Touareg's body and underbody and low rolling resistance tyres contribute further to the efficiency gains.



The updated Volkswagen Touareg was unveiled at April's Beijing auto show. It will launch into Western Europe in the coming weeks before reaching North America and Asia in early 2015.

Volkswagen Australia general manager communications Karl Gehling confirmed the updated model would reach local showrooms in the first half of 2015.

Highlights of the updated model include refreshed exterior styling, new interior materials, retuned suspension, a 'stop and go' function for the adaptive cruise control system, and a new mobile online services feature with integrated Google Street View, Google Earth and Google points of interest searches.

Australian specifications will be confirmed in the coming months, closer to the 2015 Volkswagen Touareg's local introduction.

## Former Porsche bosses to stand trial.

Both former Porsche CEO Wendelin Wiedeking and CFO Holger Haerter have been ordered to stand trial over the company's failed takeover bid of Volkswagen.

Bloomberg is reporting that a Stuttgart appeals court has overturned a lower court's decision in April that stated that there wasn't enough evidence to proceed with the case brought against the two by prosecutors in December 2012.

Prosecutors allege that Porsche's board gave the "de facto" go ahead for plans to take over Volkswagen in March of 2008. It wasn't until October of that year that Porsche stated categorically that it wanted to complete a takeover of Volkswagen.

According to the Independent, lawyers for both Wiedeking and Haerter, as well as Porsche, claim that the charges are untrue, and that Porsche's public statements about its intentions were true at the time.

The ruling means that the saga surrounding Porsche's failed attempt to buy out the much larger Volkswagen group

rumbles on. It also gives hope to hedge funds who have also been trying, unsuccessfully so far, to sue Porsche for stock market manipulation.

Porsche revealed, in the middle of 2005, that it had purchased over 20 per cent of Volkswagen to become its largest single shareholder. Around this time, according to an Automobile retrospective, Wiedeking went on the record to say that a takeover was not on the cards, instead Porsche was protecting "one of the world's biggest car makers from corporate-raiding locusts".

By October 2008 the Stuttgart firm had amassed 42.6 per cent of the larger company, as well as options buy to another 31.5 per cent. It was at this time that Porsche went on the public record saying that it wanted to complete a takeover of Volkswagen. This news sent Volkswagen shares hurtling through the roof, as speculators bought in and hedge funds scrambled to cover their short selling positions.

At one point Volkswagen became the world's most valuable company, while Porsche had on-paper profits of around US\$100 billion (\$107 billion) from its shareholding.

If Porsche had managed to reach the 75 per cent mark, the smaller company would have been able to use a "domination and profit transfer" contract to clear out Volkswagen's cash reserves of around eight billion euros (\$11.3 billion). With Porsche wracking up an estimated 10 billion euros (\$14.1 billion) of debt in its pursuit of Volkswagen, this infusion would have been proven timely.



With the world in the midst of the global financial crisis, as well as pressure from both the German government and the German state of Lower Saxony (a 20 per cent stakeholder in Volkswagen), Porsche's creditors were unwilling to lend it more money to complete the takeover. In the end, thanks to its crushing debt load, Porsche was forced to concede defeat. Wiedeking's parachute from the company he helped save was lined with 50 million euros (\$70.4 million), while Haerter left the building an extra 12.5 million euro (\$17.7 million) richer.

In 2012, sanity prevailed when Volkswagen completed the purchase of the speciality sports car maker that had once tried to swallow it whole.





their Kombi. Finally Peter turned up in his blue '58 Beetle, and we had six VWs in a neat line. The other makes were also arriving steadily. There were plenty of classic old British, European, American and Australian cars; the Mercedes club were next to us, while a long line of Toranas were nearby. By 9am the grassy area was pretty much full. We spotted a beautiful red and black '56 Beetle in another row, and also two-tone aqua-white Kombi. We left membership forms in both.

We went for a walk to see the sights before it got too busy. Lily played on the swings but she's getting a bit old for them now. She liked the model boats and spotted the 4-funneled Titanic model, over

a metre long. The dog obstacle course was still setting up, but the pony rides were going. Lily said she didn't want to ride one this time.

## Burwood Spring Festival 2014.

Spring time is with us again, and the warmer sunny weather is back. It was time for our first VW display of the season, the Burwood Spring Festival at Burwood Park.

It's a major festive day organised by the Burwood Council, with the whole of the park taken up with civic displays, stalls, rides and shows. There are dozens of food stalls, farm animals and pony rides, model boats, carnival rides, live stage shows, fire, police and ambulance displays, and of course a classic car display.

It was necessary to pre-book with the council, as car show space was limited. It was \$10 to display, but that included judging and the chance of a trophy.

Cars had to be in place by 9am, but of course it was better to arrive much earlier than that. Lily and I had an early night, and we were up and ready to go by 6:45am. We got there about 7:20am, just the fourth car to arrive and the first Volkswagen. We were marshalled to a prime spot on the grass, in the row closest to the rides. Lily put up the roof, while I set up the VW flag, info board and membership forms.

Jeff and his Dad soon arrived in their Superbug, and parked next to us. Then Tony arrived in his green '67 Beetle, and then Wayne in his blue Kombi, and Laurie and Gwen in



There were a couple of WW2 army Jeeps near the Anzac memorial, and beside them was a Batmobile. No not the classic Barris one from the '60s TV show, this one was the jet turbine one from the 1989 Michael Keaton movie. It was impressive replica, but roped off so you couldn't get too close. Later in the day there was a guy in a Batman suit having his photo taken with the kids.





The food stalls are always impressive. Everything from kebabs, little pizzas, BBQ sausage rolls, noodles, gozleme, nasi goreng, crepes, churros, corn on a stick, potato spirals, fresh lemonade, sugar cane juice, donuts – you name it. And even if there was nothing you liked, there was always Westfield and its food court right across the road.

We went back to the cars, and Lily relaxed in the Kombi while I chatted with the other VW owners and lots of passers-by. Jeff and Tony kept a sharp eye out for strangers wanting to touch, or even sit in, our cars. Lots of people took selfies in front of our VWs.

I bought Lily some rides tickets but I think she is getting a bit old for them now; most of them were for littlies. She did enjoy the dodgems and crashing into me several times.



A few more wanders around, and talking cars to passers-by, and soon it was 3pm and time to announce the winners of the trophies. The microphone host was a chap I knew, John Lancaster from one of the other clubs and a school mate of one of my younger brothers. He went through the categories one by one., only stuffing up a couple of the names and vehicles. But he eventually sorted it out. The VWs collected two trophies – Wayne for his Kombi, and Tony for



his Beetle. Well done guys!

After that it was time to go, and the classic cars were soon packing up and heading off. Lily was tired; we had been whitewater rafting and indoor skydiving the day before so she was looking forward to going home. We packed up, said our goodbyes and headed home. We had given out about a dozen membership forms to interested VW owners.

A very pleasant day out showing off our VWs.

Phil Matthews

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## ACT German Auto Display 2014.

On Sunday 21 September, Canberra's German Car Day was again held in parkland on the shores of Lake Burley Griffin with brilliant sunshine.

All German marques were represent with close to 500 vehicles altogether. This gave entrants and spectators walking around the Lake plenty to see and talk to owners about their cars.

There was a terrific turnout by the Volkswagens. Two (2) trophies were on offer in a peer choice format for best air and water-cooled VW's. There was 98 vehicles represented and there was a good cross section for choice in cars, wagons and Kombis.



In all shows we all have a a car that is something special to us a individuals. For me this was a LHD 1962 Black Beetle Cabriolet. Meeting the owner gave me an insight to the car and its history. Both coming form Switzerland. The Cabriolet was a mid custom with a warm engine topped of with the mighty Judson blower helping to nudge the horsepower along. The Cabriolet had its fair share of panel work replaced or repaired due to the dreaded winter salted roads. Nice car.

Raymond Rosch was busy as a cub photo journalist for a German newspaper, and snapped all VWs present while Grace and the family walked over to Floriade. His report, translated into English, follows.

Trophies went to Mathew Dant and his immaculate black 2004 Golf, and Luke Russel and his green Type 3. Congratulations guys.



Thanks to Bruce and the Canberra Chapter Team for a great job. Well done..

Norm & Sandra Robertson

## Deutsche Autos in Australiens Hauptstadt.

*Die neue Woche newspaper, No 39 2014*

German cars wherever the eye sees: At this year's German auto show in Canberra on Sunday, 21 September, vintage German production cars have been displayed.







104 Volkswagens, 60 Mercedes Benz, 32 BMWs, 30 Porsche and 8 Audis - including the motorized bicycle "Wanderer" from 1934 - were on the lawn of the Patrick White lawns at Lake George in the framework of the "Shannon's German auto display 2014" (formerly "German Autofest").

At first cool temperatures met the first visitors in the morning. The car lovers from all ages enjoyed lunch a sunny day, in which sun protection was required. Refreshments were provided from the stalls.



For special stir the "Amphicar", the floating sports car, drove over the Lake George. The "Amphicar" was in Berlin between 1962 and 1967. In total, about 3700 floating sports cars were produced, most of which - about 3,000 of them - were sold in the United States. About 600 of them are still drivable. It is also still the only non-military Amphibien-Fahrzeug ever produced purely for commercial purposes. Because of its complicated manual it is unlikely that a new vehicle of this kind will be built in the future.



The car show has been held for more than 30 years. The organization is in the charge of a committee, which is composed of one representative of the respective issuing clubs. Each year will be another club member in the committee chosen, so that the Board always changes. In this year a member of the Porsche Club took over the chair.



The cars of the Audi and Volkswagen brands have been submitted by Club VeeDub, formed in 1985 for VW and Audi enthusiasts. It is the largest VW and Audi Club in all of Australia. The aim of the club is to provide as many as possible Volkswagen and Audis on Australian roads, and to promote the maintenance, especially in the case of vintage vehicles.

Raymond Rosch







## Passat Alltrack.

It seems there's no stopping the surge of SUV sales in Australia. But if you're among the minority of buyers who wants a higher-riding vehicle that looks more like a car than a 'Toorak Tractor' there's a stylish option: the Volkswagen Passat Alltrack.

The first part of the model name tells you which vehicle this new variant is based on; the second implies this is a Passat that can cope with roads that aren't just constructed of bitumen.

The Volkswagen Passat Alltrack was introduced to the Australian market in late 2012 after being shown at the Sydney Motor Show. It adopts a formula already used by the Subaru Outback, Volvo XC70, Skoda Octavia Scout and Audi A4 and A6 Allroads: elevated ground clearance, more rugged styling (with seemingly pre-requisite black plastic lower body cladding) and all-wheel drive.

The Passat Alltrack's ride height is increased by 30mm to 165mm, but the front and rear bumpers have also been revised to slightly increase the regular Passat wagon's approach, departure and ramp-over angles so it can tackle trickier terrain. There are also steel underbody panels to better protect important mechanicals, and the Passat Alltrack also becomes the first Volkswagen passenger car (sold in Australia) to employ an Off-road system.

Borrowed from the Tiguan compact SUV, the Off-road mode brings hill descent control, anti-lock brakes calibrated for loose/slippery surfaces, and faster-acting electronic differentials for preventing wheelspin. The Haldex all-wheel-drive system sends only 10 per cent of engine power to the rear wheels in normal driving to help save fuel, but can put 100 per cent to the rear wheels if necessary.

Volkswagen is honest enough to admit the Passat Alltrack isn't a proper off-road vehicle, but the all-wheel-drive wagon proved its traction capabilities on a choppy and partly slushy snowfield when we drove it at the car's European launch in the Austrian Alps.

As we worked our way around a bumpy and rutted track, the Passat Alltrack maintained momentum with ease as the AWD system and e-diffs collaborated to nip any potential wheelspin quickly in the bud and keep the black hoops rolling. The Off-road mode's ABS system was also effective at slowing the car on snow when we tried a braking test from 40km/h.

Despite being taller than the standard Passat, the

Alltrack has very little body roll, especially when you consider this is a sizeable wagon. Throw it into a rain-soaked bend and it simply tightens its line. Yes, you can get it to drift, which it eventually does quite neutrally, but you're not going to do that anywhere except on a test track because once you unstick the Alltrack you're going seriously fast.

Engage the Off-Road button on the central console and the settings for the safety and driver assistance systems and DSG gearbox are changed so the ABS anti-lock braking system has higher thresholds for control intervals. With normal ABS systems it's quite possible to keep going on snow and

ice when braking compared with an identical car without ABS because the ABS keeps working and adjusting rather than actually stopping the car immediately.

But the off-road Alltrack setting allows the ABS to form a wedge of gravel in front of the tyres when braking and that decelerates the Passat even more effectively than normal. With the Off-Road system engaged, there's also what VW calls, "a flatter accelerator pedal characteristic", in other words, the throttle is not so light and responsive, and gear shift points are raised too, automatically giving a higher engine rpm and therefore more useable power to work with. And if the DSG gearbox selection lever is switched to the manual shift position, the transmission doesn't upshift automatically, and the Stop/Start system and coasting function are also deactivated.



In terms of driving on the tarmac, it's a familiar Passat experience: a reasonably sporty drive if the adaptive dampers are in their firmest mode and a particularly comfortable ride if the softer set-up is selected.

And again the steering is sufficiently accurate and well weighted if lacking for feedback. We'd also recommend switching off the Lane Keep Assist on winding roads, because even if you track perfectly between the side of the road and dividing lines the system can interfere with the driver's inputs.

The Volkswagen Passat Alltrack is offered with five engines in Europe, including a 1.8-litre turbo petrol four-cylinder that, bizarrely, is a front-wheel-drive only model.

Sensibly, Volkswagen Australia is focusing on '4Motion' AWD for the Passat Alltrack's arrival at the end of 2012 – though it seems set to offer only the 125TDI 2.0-litre turbo diesel.



Already familiar from the Passat sedan, wagon and CC range, the 125kW/350Nm 125TDI engine is a little gem, providing acceleration that won't quite push you back into your seat on kickdown (VW quotes 8.9 seconds for the 0-100km/h sprint) but is generous enough with its performance and is always civilised.

Overtaking isn't a difficult task whether you're accelerating from a 110km/h cruise (or much faster if you're in Europe!) or from lower speeds on country roads.

The diesel is also paired effectively to a six-speed dual-clutch auto that is perfectly adept at picking appropriate gears, and makes those changes with the now trademark swiftness. Selecting S(port) via the gearlever brings even better response from the throttle pedal, though turbo lag is still minimal when the transmission is left in D.

Over several hundred km, working our way from the Austrian to the Swiss Alps, combining some freeways with winding alpine roads, we averaged 7.1 litres of diesel per 100 km against the official consumption rate of 5.9 L / 100km.

There were still plenty opportunities to use the standard engine stop-start system, which coughs back into life quickly enough.

Volkswagen says the majority of customers, at least in Europe, will equip their Passat Alltracks with towing kits, and the high-riding VW wagon has a towing capacity of 2000 kg in 125TDI form.

The long-legged nature of the engine is suitably matched by the optional ribbed-leather front seats of our test car, which provide ample comfort for long legs with their long, angled cushions, as well as good side bolstering to keep you in place for windier roads.

Volkswagen has included a token 'Alltrack' badge on the centre console (as well as embossing 'Alltrack' onto the door sills), but otherwise from the driver's seat this feels pretty much just like a Passat wagon.

So again, there's a tidy and conservative design that doesn't differ greatly from the previous-generation Passat (a proper all-new Passat is expected next year). And again a greater percentage of softer materials might be expected for the interior of what is Volkswagen's largest passenger car in the Australian range.



The Alltrack's ideal driving position is easy to find no matter your height, thanks to a mass of possible seat adjustments and a neat-sized adjustable steering wheel.

Our car was fitted with black leather seats. If kids are involved – and the Alltrack is crying out for a family dog in

the back too – then cloth would be my choice, but it's not an option on the Alltrack, you get either what VW calls Vienna leather in beige or black, or Nappa, the latter supplied as part of an optional Sport pack.

The large centre console screen also looks good and its multi-functions – maps, navigation, radio, phone – are easy to use and quickly become familiar with. The Alltrack has bags of room, particularly in the back where there's more than enough legroom for anyone and the bench is very comfortable and a good size.



A twin drinks holder tray built into the rear central armrest silently and smoothly makes an appearance when you tap the end. This is a nice bit of design and features spring loaded arms that expand to hold any size of drinks container.

There's plenty of space for passengers in the rear seat and a 588-litre boot comfortably swallows multiple travel bags. Drop the rear seatbacks and cargo capacity increases to 1716 litres.

Volkswagen says the Alltrack's equipment line-up is the equivalent of the Comfortline trim in the regular Passat range. Standard gear includes 17-inch alloy wheels (with optional 18s), climate control, fabric seats with part electric adjustment, and leather-wrapped steering wheel and gearlever.

Wagons still don't have anywhere near the kind of popularity in Australia as they do Europe, let alone SUVs, but the Alltrack is a worthy addition to the refined Passat range. And it's a slightly more adventurous version of what continues to be a somewhat conservative vehicle.

At \$47,790 (+ORC), the Alltrack is well equipped and certainly gives close rivals like the Subaru Outback a good run for its money. That will still make it more affordable than the Volvo XC70 that starts at \$62,450, though more expensive than a Japanese diesel-powered (but manual only) Subaru Outback.

What I like about the Passat Alltrack is its immense practicality and also its tremendous poise and grip both on and off-road – and that's worth a lot. Our test car was also fitted with the extra cost options of Adaptive Cruise Control with Front Assist and City Emergency Braking, plus Park Assist, Adaptive Chassis Control, Driver Assistance and Visibility Package – all amounting to a hefty \$8550 on top of the base price of \$47,790 (plus ORCs).

Isaac Bober

## Sturt Griffith B.E. (1905-1979).

In some recent issues of Zeitschrift over the last few years we have reproduced old Volkswagen road tests from the 1950s, originally published in the Sydney Morning Herald. In those days the Herald was the most respected and authoritative newspaper in Australia. Their motoring correspondent was Sturt Griffith, B.E. (Bachelor of Engineering). The Herald's motoring pages in those days were on Mondays.

In addition to automotive news and motor sport reports, Sturt Griffith thoroughly tested one different new car every week. He drove that one car over the same 330-km route to Lithgow and back, performing acceleration, hill-climb, speed, braking, handling and fuel consumption tests over the route, in the same consistent way for every car. He was able to test almost 50 different cars every year, in the same way, over the same route, thus gaining an unprecedented picture of how different models compared. This is simply not done today, where most motor tests are done as 'comparisons' with several at once, and motoring journalists mostly just rewrite press releases from the makers.

Sturt's first test of the Volkswagen was on 14 June 1954, just 8 weeks after it had first gone on sale in NSW, and when it had just received the new 36-bhp 1200 engine. We reprinted this in the **October 2010** issue of Zeitschrift. Go to [www.clubvw.org.au/2010](http://www.clubvw.org.au/2010) and download that issue if you missed it. His writing style is very olde-world, but precise, insightful, instructional and rather refreshing to read. He was an admirer of the VW from the first time he drove it.

He then tested the improved 1955 1200cc VW on 27 June 1955, which we reprinted in the **December 2011** issue, and the further improved 1956 model on 20 August 1956, which we reproduced in the **October 2013** issue. The most recent Sturt Griffith test we printed was of a low-mileage used 1955 model, which he tested on 23 December 1957. Look in the **July 2014** issue for that one.

There are plenty more Sturt Griffith VW road test articles to come, including his tests of the Karmann Ghia, VW Caravanette, Standard Beetle and the later Type 3 1500 and 1500S – so stay tuned.

But who was Sturt Griffith, a name you don't hear nowadays? He had quite an interesting life before he started in motoring journalism. This is his story, from the Australian Dictionary of Biography.

### Life Story

Sturt de Burgh Griffith was born on 15 August 1905 in Manly, Sydney, son of Arthur Hill Griffith, an Irish patent attorney and member of the Legislative Assembly, and his native-born wife Mildred Carrington, née Smith. Young Sturt was educated at Sydney Church of England Grammar School (Shore). After graduation he studied electrical and mechanical

— By —



STURT GRIFFITH, B.E.

engineering at the University of Sydney, gaining his B.E. in 1928. He gained six months practical experience at the Pyrmont works of the Colonial Sugar Refining Co. Ltd (CSR). He entered his father's firm of patent attorneys, Griffith & Hassel, was admitted to practise in 1930 and became a partner.

After serving in the senior cadets and the Militia, Sturt had joined the Citizen Air Force in December 1925 and obtained a 'distinguished pass' in his pilot training at Point Cook, Victoria. He was commissioned in April 1926 and attached to No.3 Squadron at Richmond, New South Wales. Sent to Canberra to take part in the ceremonies to mark the opening of Parliament House in May 1927, he survived two perilous landings with minor injuries. During a flight over Sydney in August 1928, he was forced to ditch his aircraft in the harbour near North Head when the engine failed. He transferred to the C.A.F. Reserve in 1934 as a flight lieutenant. On 23 April 1937 he married Winnifred Morris Marshall at St Philip's Anglican Church, Sydney; but sadly they were to remain childless.

In September 1939 Griffith was mobilized for full-time service in the Royal Australian Air Force. He led No.22 Squadron at Richmond in 1940-41, before being sent to Canberra where he commanded the Royal Australian Air Force Station and the School of Army Co-operation. 'Slightly under average height and of sturdy build', at this time he was described as 'a man of firmly-held convictions, swift and decisive in the expression of them'. He was promoted temporary wing commander in October 1941 and awarded the Air Force Cross in January 1942.

Later that month Griffith was posted as commander of the R.A.A.F. Station, Darwin. He took office less than three weeks before the first Japanese air-raid on the town. At 9.37 a.m. on 19 February the R.A.A.F. operations room received a message that a large formation of aircraft had crossed Bathurst Island and was heading towards Darwin. Believing that the planes could have been American, Griffith did not order the alarm until 9.58 a.m. Within seconds, enemy bombers arrived from the south-east. With their fighter escort, they destroyed naval, military, air force and civilian targets, and departed at 10.40 a.m. A second raid from 11.55 a.m. to 12.20 p.m. concentrated on the R.A.A.F. Station and aerodrome, inflicting serious damage.

Observed to have been 'rattled' by the onslaught, Griffith gave an imprecise, oral order that his staff was to assemble 'half a mile down the road and half a mile into the bush'. The instruction was distorted as it passed from person to person and men disappeared in various directions: 278 of them were still missing on 23 February. On the afternoon of the 19th, Hudson bombers had been prevented from taking off because Griffith was unable to arrange a ground-to-air wireless link.

In the reports (March and April) of his commission of



inquiry into the events of that day, (Sir) Charles Lowe was unable to determine who was to blame for the delay in raising the alarm, but he found that Griffith 'must take some responsibility'. In addition, he held Griffith to be partly at fault for the R.A.A.F.'s general unpreparedness for attacks from the air. Reserving his strongest criticism for Griffith's conduct after the second raid, he described his performance as incompetent and lacking in leadership. Air Vice Marshal W. D. Bostock reviewed Lowe's findings for the Department of Air. He stated that air-raid warnings were the function of Area Combined headquarters and concluded that it should share the blame for the delay. Moreover, he noted that most of the responsibility for shortcomings in equipment, facilities and personnel in Darwin had to be borne by the department, by the air officer commanding, North-Western Area, and by his chief of staff.

Griffith's difficulties had been accentuated by a cumbersome command structure which superimposed both Area Combined and R.A.A.F. North-Western Area headquarters on his station headquarters, thereby constraining his authority. His decision to assemble his men away from the base, though badly executed, had been reasonable, given the circumstances. Nonetheless, he never held another operational command.

From April 1942 Griffith commanded No.7 Training Squadron at Bairnsdale, Victoria. In June he was posted to No.5 Maintenance Group, Sydney, where he filled senior administrative and technical staff positions, and was promoted temporary group captain in December 1943. That month he took command of No.1 Aircraft Depot, Laverton, Victoria. Transferring back to the reserve in October 1945, he resumed his work as a patent and trademark attorney and as a consultant engineer. He was a councillor (1932-51) and president (1947-48) of the Institute of Patent Attorneys of Australia.

In 1950 reports of Griffith's road tests on motor-vehicles began appearing in the press, and he was soon appointed motoring correspondent for the Sydney Morning Herald. Junior staff brought vehicles to his home at Leura in the Blue Mountains, and sat in terror beside him as he hurled the cars around his set course to Lithgow, Kurrajong and Wisemans Ferry, gathering data which was entered into stylised reports.

At the Herald his copy was treated as 'sacred'. A colleague described his work as 'very technical, very accurate, totally objective', and of such standing that his report could mean the difference between the success or failure of a new model. Compilations of his articles, Sturt Griffith's Road Tests, were published annually for some years from 1959. He continued to be employed by the Herald until December 1976, when

10 The Sydney Morning Herald, Tues, Dec 18, 1979 10

## Sturt Griffith, motoring correspondent

Sturt Griffith, who was The Sydney Morning Herald's motoring correspondent for 25 years until 1976, died from cancer on December 13.

An engineering graduate from Sydney University, Mr Griffith was one of Australia's leading patent and trademark attorneys for many years.

During World War II he served as a pilot. He was awarded the AFC and ended the war as a group captain after commanding stations in the Pacific.

His keen interest in motoring led to his career on the Herald, where he established the first post-war motoring section in an Australian newspaper.

His book, *Philosophy of a Fine Car*, written in 1974, traced the history of Daimler-Benz, the German car-manufacturing firm.

Mr Griffith is survived by his wife, Mrs Wyn Griffith.

he retired at 71. He died on 13 December 1979 at the Repatriation General Hospital, Concord, survived only by his wife. He was 74. He was cremated.

This is a description by Sturt of his unique Herald Road Test route.

## Road Test to guide buyers.

*The Sydney Morning Herald, Friday 13 August 1954*

This article discusses the history and purpose of the 'Herald' road tests.

In 1949 cars were becoming more plentiful. They were, however, very different from the 1939 models, whose relative merits were fairly well known.

It was clear that prospective owners would welcome further guidance on the performance and other characteristics of these new cars, to assist them in acquiring the car most suited to their needs.

In planning road tests to give this guidance, it seemed to me that they should indicate, as far as possible, the behaviour of the car in the hands of any competent driver on a country tour.

Maximum performance figures (though taken) were, in my opinion, of less importance than more usual things, such as hill climbing ability, fuel consumption, and general handling idiosyncrasies.

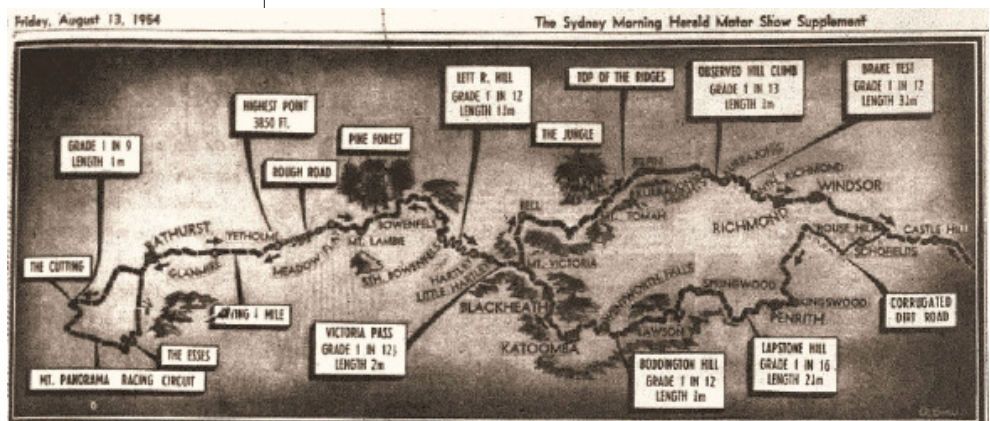
### Tough Route

Naturally, the route had to be a tough one, to ensure that no weakness in a car remained undisclosed. It was also desirable that the route be well known.

The route from Sydney to Bathurst by the Blue Mountains, and the return by Bell and Kurrajong, was the one which I chose as meeting these requirements. There is no doubt about its difficulties.

A short road test can be misleading. I have found that opinions formed on certain types of roads and country may be modified at the end of 300 miles (485 km) which constitutes our complete testing routine.

There is possibly no single characteristic which interests the average owner more than fuel mileage. Just how far one can go on a gallon of fuel in any particular car depends mainly on the average speed maintained, the nature of the route and the technique of the driver.



As all the cars in our tests are driven over the same route by the same driver, we have at once a firm basis for the comparison of car against car in fuel economy. The average speeds put up by each car must be taken into consideration. These speeds are quoted, and in fact vary very little as between cars of about the same engine size.

Incidentally, performance tests which adversely affect fuel consumption, such as acceleration, emergency braking tests, etc, are conducted after the touring test is concluded. The fuel mileages quoted are therefore a true indication of what the car gives when toured at a fairly fast speed over a mountain route.

Whilst Australian and English drivers take the more sensible view that there is nothing difficult about a good synchromesh gearbox, everyone is nevertheless interested in how a car climbs, in top gear particularly.

On the 'Herald' test route, there are six really tough test hills, most of which (such as the Victoria Pass) are well known to the majority of motorists. Additionally, there are others, such as Lapstone which are testing climbs for baby cars.

A quick guide to the top gear climbing ability of a car is its performance on Boddington Hill. This hill, on the Western Highway just before Wentworth Falls, is an almost straight climb of three-quarters of a mile (1200 m), and is unique in that its gradient is uniform throughout its length, at one in 11 ½.

I start the climb in all cars at the same speed of 50 mph (80.5 km/h), so that the finishing speeds give a direct comparison of the climbing ability of different cars in top gear. Of course some of the little cars need third gear for this climb, but their final speeds are still a good indication of their relative abilities.

The Lett River Hill, just west of Hartley, is a difficult winding hill containing 12 bends in its one and three-quarter miles (2.8 km). The average gradient is 1 in 12, and the steepest pinch is 1 in 8½ for 400 feet (122 m). This hill is taken in third gear (second with a three-speed gearbox). Whilst some of the better climbers would ascend the hill in top, the lower gear is used so that somewhere on the test I obtain an indication of the car's ability in that gear.

The Victoria Pass is very well known. It has an average gradient of 1 in 12¾, and a maximum of 1 in 8 for 600 ft (183 m). As one has to take a fairly acute bend into the beginning of the pass, it is not possible to make a run at this climb.

### Cornering Check

The way in which a car steers is, in my opinion, the most important of its handling qualities. One steers all the time that one is driving.

Steering falls into two broad types – slow and fast. Slow turning, with many turns of the wheel from one full lock to the other, was originally designed to give lightness of touch to a large car with big tyres of low pressure.

This form of effortless steering is, however, at the expense of that quickness which permits one to place the car

accurately at speed, and to avoid bumps with the flick of the wrist.

Cornering characteristics are important for those who travel long distances, or cruise fairly fast. They are also of importance to everyone on greasy roads.

It is on wet roads, and on loose gravel, that one finds great differences in the cornering ability of cars. Some will sit down well on wet bitumen curves taken fast, whereas others will tend to break away very readily, and consequently must be cornered at lower speeds to stay on the road.

The winding nature of our route through the mountains gives more than adequate opportunities to test cornering ability and steering. In one section from Hartley to Lithgow there are 43 bends in five miles. This is aptly named the 'Forty Bends' by the locals, and has turns up to 160 degrees. Fortunately, the roads are generally wet through this section.

The Mt. Panorama mountain racing track, included in our testing route, has a one-mile hill (through 'The Cutting') climbing 800 feet with a maximum gradient of one in 8. The 'Esses' hairpins, downhill, are an excellent cornering test.

I have a 'skid patch', a large area of loose gravel surface, on which I can broadside and slide the car without apprehension, and so give it a good check for control and recovery in those

slides which occasionally occur on dirt roads.

One use of the numerous pot-holes in our bitumen highways is the testing of car suspensions.

Off our main touring route we have some choice samples of stony roads such as one occasionally finds in mountainous country, and corrugated dirt roads which will set up a tremble in most cars.

A short length of disused by-road gives us a 'horror' stretch of dirt track, washed out with wide cross-rills averaging seven inches deep. Suspensions which do not 'bottom' on this (and there are some of them) will indeed be good for country use.

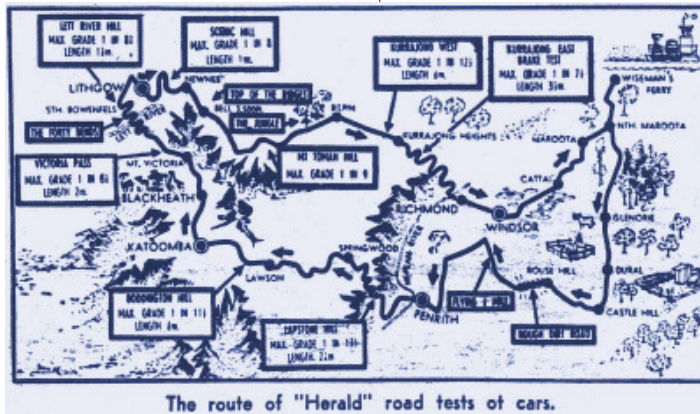
### Seat Tryout

Most cars today give very good riding comfort, and can cope with average bad roads in a most satisfactory manner. I generally try out the rear seat over a poor class country road.

The advent of the 'two leading shoes' in the front drums of hydraulic braking systems has made most cars very easy to stop promptly. Pedal pressures are low, and brakes are adequate for average driving conditions.

Brakes differ mainly in their tendency to 'fade.' Fading is the result of excessive heating of the lining due to prolonged use, and its manifestation is less and less braking effect, even when pressure is applied to the pedal with all a driver's strength.

The test for fade is made by coasting in neutral down from Kurrajong Heights, a descent of some 1,500 ft, on a hill three and three-quarter miles long, with grades as steep as one in 7½. The absence of braking assistance from the engine throws all work on the brakes, and readily reveals those with a fading tendency.



The route of "Herald" road tests of cars.





Most braking systems will fade a little under this test, whilst a few fade badly. There are generally, among the sports cars, some which do not fade at all, and these brakes should never let a driver down.

The handbrake, which would be the driver's only salvation should the hydraulic brakes fail, is tested from 30 mph when descending Victoria Pass.

The speed which a car can comfortably average in a day's

run determines its touring ability. One of the most gratifying characteristics which I have found in the small modern car is an ability to cover very long distances without pressure.

These little ones will cruise happily, for indefinite periods, at just a little below their maximum speeds. It is not necessary today to have a big car for a long tour, though it is obviously more comfortable in summer, when space means coolness.

Our route is sufficiently long and exacting to cause some 'driver fatigue' in a car not well designed for the driver's comfort.

Every car is a compromise between this and that. For instance, a small engine gains fuel economy but sacrifices hill climbing ability. Modern cars are so well designed that few contain serious faults. But every car is deliberately made stronger in one characteristic than another.

It is the purpose of our tests to determine those strong and weak points, and to set them out clearly so that a prospective owner may be assisted in selecting the car whose characteristics most closely meet his ideas.

Sturt Griffith, B.E.

Note – Sturt Griffith used this test route throughout the 1950s. He tested every new car available on the market then, including the Volkswagen and the Karmann Ghia several times, and reported on one particular car's test every week in the motoring section. This was in the Monday edition of the SMH in those days. Stuart Griffith's early VW tests, using the route above, were:

- 14 June 1954 – VW 1200 30-bhp (Zeitschrift Oct 2010)
- 27 June 1955 – VW 1200 36-bhp (Zeitschrift Dec 2011)
- 20 August 1956 – VW 1200 36-bhp (Zeitschrift Oct 2013)
- 23 December 1957 – Used VW (Zeitschrift July 2014)
- 10 March 1958 – VW 1200 36-bhp (not yet reproduced)

- 17 March 1958 – Judson VW (not yet reproduced)
- 7 April 1958 – VW Motor Camper (not yet reproduced)
- 7 March 1960 – VW 1200 36-bhp (not yet reproduced)
- 2 May 1960 – VW Caravanette (not yet reproduced)
- 15 August 1960 – Karmann Ghia 36-bhp (not yet reproduced)
- 31 October 1960 – VW 1200 40-bhp\* (not yet reproduced)
- 13 March 1961 – Karmann Ghia 40-bhp (not yet reproduced)

However by this time the steady improvements in the roads, and increasing urban development and traffic, forced a change in the route design. The Herald then reported:

## New 'Herald' Test Route

*SMH, Saturday 24 June 1961*

Herald motoring writer Sturt Griffith has chosen a new road route for his car tests.

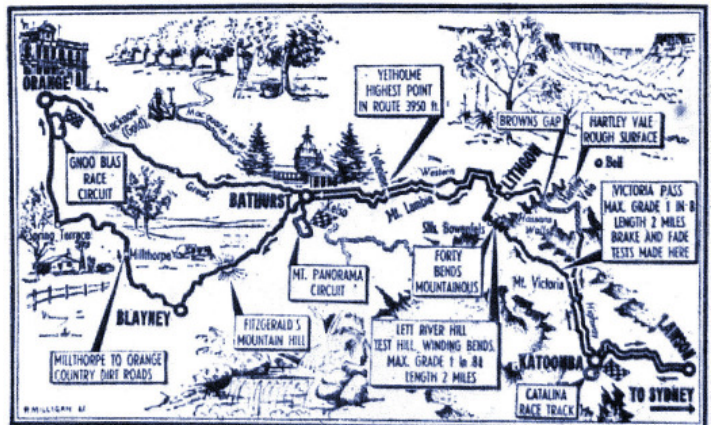
The general improvement of road surfaces on the former test route, and the increasing density of road traffic, made it desirable to use a route deeper in the country.

The first test over the new route will be reported in Monday's Herald.

The new route extends over the Blue Mountains to Lithgow, west to Bathurst, and then south to Blayney. It then turns north-west, through grazing country around Millthorpe and Spring Terrace, to Orange. The return journey is mainly by other roads.

The length of the route has been increased, and the cars are now tested over more than 250 miles.

About half the new route is across difficult mountain country. The western part of the route includes considerable lengths of dirt roads, such as are commonly used by country car owners.



The road from Lithgow, through Brown's Gap and across the floor of the Hartley Valley, is particularly rough, and the ascent of the mountain-side from the valley is by a stony mountain by-road.

Various side deviations ensure that the car is thoroughly tried over every form of road surface likely to be encountered in normal motoring.

\* (In fact, Sturt Griffith may have had the idea of the longer route for some time. The test of the new 40-bhp VW 1200, the previous October, was done on this longer route. Perhaps he used the VW as the trial vehicle for the new route – Ed.)





## VW Brasilia.

The project and dream of Rudolph Leiding, president of Volkswagen of Brazil in the beginning of the 1970s was to develop a new automobile to succeed the Beetle (or Fusca, as it is called in Brazil). This he would achieve, although the German-born executive would go on to become the head of the entire VW Group before seeing the new car on the streets of Brazil.

The Beetle sedan, the Type 2 Kombi and the sporty Karmann-Ghia had been the only VWs with air-cooled engines that had reached success there. Models such as the TL, the 1600 four-door and Brazilian Karmann-Ghia TC had had short life. The only variation of this family that found relative success was the 1600 Variant station wagon.

The new Volkswagen would have to be practical and economic for use in the urban centres, offering more space and keeping the consecrated robustness of the Beetle. After many kilometres of tests, the Brasilia was presented to the public in 1973. This was a year of great launchings for the Brazilian automobile industry: the GM Chevette, the Dodge 1800 and the Ford Maverick were also launched.

When it was first discovered on the roads of the country making the last development test-drives, the press it treated it as a 'mini-wagon' VW, and called it an 'anti-Chevette'. But the Brasilia had more modern lines, and straighter lines than that of the Variant, plus ample glass area resulting in excellent visibility in all the directions. The rivalry with GM was evident in the declaration of a director of Volkswagen dealers in Brazil: "Nobody knows that we work to coincide its launching with that of the Chevette."

The Brasilia measured 4.01 meters in length - 17 cm less than Beetle - but the wheelbase was the same, at 2.4 metres. It followed the design criteria of urban cars; easy to manoeuvre and agile in traffic. As it had a third door - the hatch tail - Volkswagen classified it as station wagon so that it received the lesser incidence from taxes attributed to utility vehicles. Despite the cunning, Brasilia was an automobile, a two-door hatchback like the Fiat 147 and the later VW Gol.

In the front was four round headlights,

featuring four high-beam lamps and two base lamps, and the directional lights inlaid in the chrome-blade bumper bar. The front was very reminiscent of the larger German VW 412, but was not related. From the side, the Brasilia was modern, harmonious and balanced. Below the great back lateral glass were the air inlets for the cooling of the engine. In the back, below the rear bumper bar, a small grating hid the silencer and left-pointing exhaust.

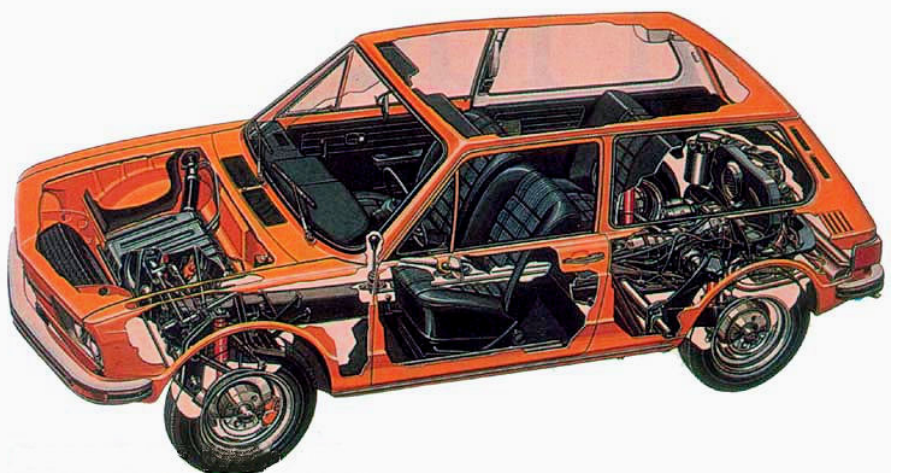
It held four passengers or five with the same comfort, and this soon became its strong point. But the space for the luggage was not good. The luggage could only be lodged in the front compartment, as it did not have a rear storage compartment behind the rear seat like the Beetle had. It was possible to place some luggage on the cover of the engine, but this represented a risk in case of heavy braking or front collision. Fuel tank and spare tyre was in the trunk. A small storage compartment in the ceiling, that at the time was a new fashion, was an alternative to increase the load capacity.

The interior of the new car was sufficiently simple. In the dash panel it had speedometer, fuel level gauge and optionally a clock. The steering wheel was large, 40 cm of diameter, and on the cover of the ash tray it had the indication of the position of the gear changes with a simple drawing. This was obligatory according to the National Advice of Transit (Contran). The Brasilia arrived as a little more expensive option than the Beetle, but the intention was to replace it gradually.

The 1600cc air-cooled engine with four opposing cylinders and a carburettor supplied 60-bhp SAE, transmitted to the back wheels. The example of the Beetle and other VW air-cooled models was followed, where the rear engine/rear drive made miracles in passages of unsealed road and in slippery ascents, guaranteeing control and traction. It was also economical - fuel usage of 7 L/100 km was common.

At the time everyone was surprised by VW's decision to adopt the cooling fan and tall shrouding of the Beetle, rather than the low 'suitcase' engine with crankshaft fan from the Type 3; this could have made space for a rear luggage space. The decision was made for the reduction of costs and for the intention to create the shortest possible vehicle. The engine from the Type 3 was longer than the traditional Type 1 upright motor.

With diagonal-ply tyres 5.90-14 the stability in curves was reasonable, but the back still escaped in those taken more quickly, although good drivers could anticipate the rear breaking away and use the oversteer to advantage. Some







proprietors had at the time opted to install radial tires 175/80-14 and lowering the suspension of the car, which improved the behaviour, while others tried 13" aluminium wheels with radial tyres 185/70-13.

The Brasilia had a specific chassis-platform (that would be used by the Cougar) that was wider with a bigger rear track, explaining the improved behaviour over the Beetle. Another improvement was the back compensating bar that was larger and further improved over the one fitted to later Beetles.

Pulling out strong in a track straight line with its competing right-handers - the Chevette and the Dodge 1800 - the Brasilia proved to be competitive in the beginning, thanks to its good torque at low revs and its superior traction, but by the time third gear was selected the backs of the Chevette and Dodge could already be seen as they pulled away. 0 to 100 km/h was done in 23 seconds and the Brasilia wound out to a top speed of 132 km/h, Not great by today's standards, but acceptable at the time.

The Brasilia was very popular with the public and it gained a reputation for being dependable and reliable. In 1975 126,000 units had been produced. It was a success with the young and families, and was regarded as a modern-looking city car, especially when compared with the Beetle. During all its production the performance did not change very much, but the adoption of two simple-body carburetors in 1976 raised the power to 65-bhp. Acceleration, maximum speed and the fuel economy were all improved slightly.

The option with one carburettor continued to be available, but it was not as popular and only had low levels of demand. The Brasilia, like the Beetle, was noisy for the occupants. With one carburettor it was already difficult to talk normally at cruising speed and, when it started to have two, the thing was still worse. In later models there were attempts to improve the internal acoustic isolation, but that it did not cure the problem.

In November 1976 a new competitor arrived in the small car market: Fiat launched the modern 147. In the following year Brasilia brought good new features: door-pockets with cover, panels with imitation wood finish and new patterns in the padding.

Mechanically, brakes were now double circuit and the steering column offered greater protection in impacts, both the measures following new norms of the industry.

In 1978 it gained two vents on the hood, new back lights with a horizontal rib design to improve visibility in muddy conditions (an invention of the Mercedes-Benz), and

bumpers with plastic tips in the laterals. On the inside, a new Golf-style padded steering wheel and horn controls, central style cushion as in the Passat, and the welcome optional electric demister of the back glass.

In August 1978, a five-door model appeared on the local market, as had been already exported to neighbouring countries and Africa for some months. The 5-door was otherwise identical to the normal three-doors. With two rear doors it pleased the taxi drivers and families even more, but it did not last long. The unjustifiable Brazilian taste for the cars of two and three doors prevailed at the time.

In 1980 the Brasilia's competing right-handers were 147 Fiat and the Chevette Hatch. Both were more modern, quick and economic. For the new decade the Brasilia LS, the top-line version, made use of new panel in injected plastic and with more instruments. It had an enormous speedometer with and new clearer gauges for fuel and vacuum-gauge, to help the driver to save fuel at an ominous time of closed roads on the weekends and a maximum speed of 80 km/h in highways.

In the engine, the carburetors had new filter elements in an attempt to diminish the aspiration noise. There was a new 1.3-litre alcohol option now, producing 49 bhp. Even with increased compression admitted for the fuel, the performance was slightly inferior to the 1.6-litre petrol.

Nos testes realizados pela Engenharia da Volkswagen e confirmados pela imprensa especializada, o motor VW 1600 com duplo carburador economiza, na cidade, 10% de gasolina e 30% na estrada. Isto porque a dupla carburação faz a alimentação direta dos cilindros, permitindo a perfeita dosagem da mistura ar-gasolina e, consequentemente, a queima completa do combustível e redução do consumo. E o motor VW 1600 além de estar economizando mais, também está com melhor desempenho. Porque a dupla carburação gera um aumento de potência e um torque elevado, que proporcionam maior elasticidade. O carro fica mais rápido. Mais ógii nas ultrapassagens seguras. Em resumo, duplo carburação quer dizer mais economia, melhor desempenho. Já ao seu Revendedor Autorizado Volkswagen compreve todos as vantagens do desempenho econômico da dupla carburação. Na Brasilia e no VW 1600.

**ECONOMIA MELHOR DESEMPENHO**

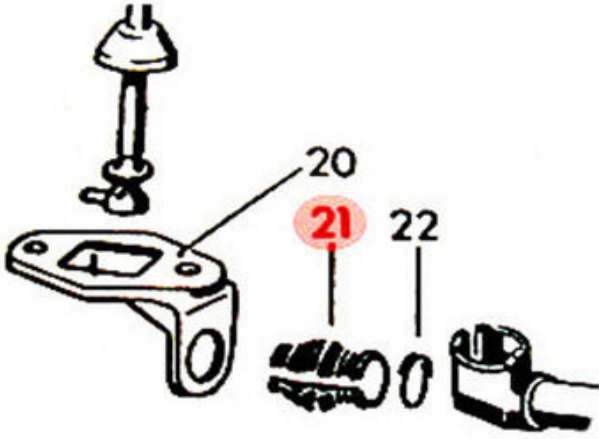
**MAIS**

In May of 1980 Volkswagen launched Gol (Portuguese for 'Goal'), another VW model unique to Brazil but based on the front-drive Polo platform of the German parent but with air-cooled engines. Beginning with a 1300cc motor of 42-bhp, it only started to become popular when it received the 54-bhp 1600cc in the following year, still air-cooled. More modern and attractive, it started to cannibalize the market of Brasilia, and led to the closing of its production in March of 1982, after more than a million of produced units and 950,000 sold on the domestic market.

The Brasilia had been exported to Chile, Portugal, Bolivia, Perú, Venezuela, Paraguay, Uruguay and Philippines. The Brasilia was also produced from CKD kits in Nigeria, where it was renamed Igala. The only other country in which the Brasilia was assembled, was Mexico, where it was produced between 1974 and 1982.

An engineer of the VW plant commented on the death of the Brasilia in 1982, "They had killed the wrong car." He believed VW would have been better to end production of the cramped Beetle, a car many decades older, and keeping Brasilia as accessible model of the marque.

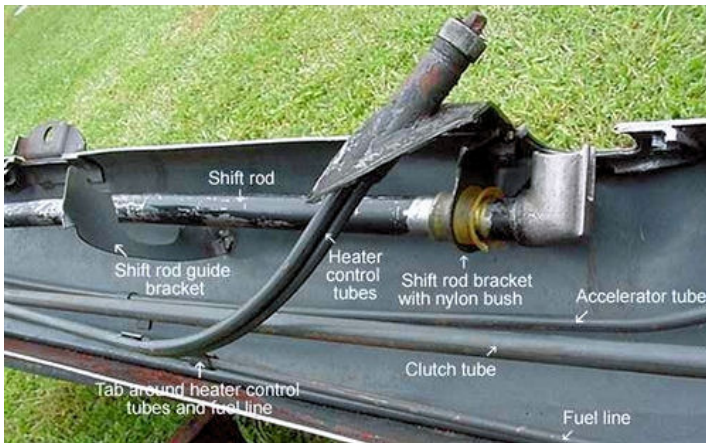




## Shifter bushing replacement.

Symptom: You can move your Beetle's gear stick about 10 cm side to side while it is in gear; in neutral you can move it three times that amount. At idle in neutral, there is rattle in the tunnel just below the shifter that is driving you crazy.

I figured out a few years ago what makes a car 'feel' old when you drive it. It's when the shifter is sloppy, the brake pedal goes way down and has to be 'pumped', there are all sorts of clunks and rattles in the front end and you can move the steering wheel about 5 cm without changing the direction you are travelling. If you fix these things one at a time, your car will still be old, it just won't 'feel' as old. And the good news is that the shifter bushing is probably the biggest bang for the buck in this department.



For some reason, to me anyway, a tight, rattle free gear shift will take 10-15 years off your VW's 'feel'. It also makes gear changing more pleasant, as well as safer. This the procedure for fixing it. If you aren't confident in mechanical repairs, ask your VW service shop to do it for you.

1. Remove the gearstick. Pull the mat or carpet up and take out the two bolts on the plate on top of the tunnel. Underneath the main cover there is a shift gate plate. Make note of how this thing is oriented as you take it off. I don't have one in front of me as I write, but I do know that it is possible to put it on backwards (spun 180 degrees on the shift lever). When you do this you cannot get your car into reverse.

2. Remove the shift rod (the rod inside the tunnel that connects the gearstick to the transmission nose under the back



seat). IT SLIDES OUT OF THE FRONT OF THE CAR.

You might go nuts if you didn't know that. Lift the back seat, remove the cover on the tunnel and disconnect the shift coupling. There are two or three plates in the front you need to take off, depending on what year you have. One is between the front beam tubes at the frame head (wide oval cover). You will have to crawl under the nose and look up to see it. The next one is at the back of the spare tyre well, a round cover. If you have a '68 and newer non-Super, there is another round cover in the front apron just below the bonnet.

Now grab the rod and push it forward; a friend to help you from the front is useful. You don't have to take the rod all the way out; just out of the bushing bracket behind the shifter hole, but you may want to take it all the way out to clean it up. If it has a lot of surface rust on it, it may be difficult to slide it back into the new bushing so you should wire brush and grease it. You especially want the rod to be very smooth in the area where it rests in the bushing. Use a fine emery cloth if necessary.

3. Get a new bushing from your VW parts shop and install it in the bracket. It is nylon-like and has a little wire circlip. Take out the old bushing if you can find it. Put the new bushing in the bracket in the tunnel. The flange on the bushing should go on the FRONT side of the bracket and the wire clip goes on the back, but don't put it on yet.



4. Put the shift rod back in. Smear a good lithium (white) grease all around it and on the end of the shift rod and start the rod thorough the bushing. It may be a snug fit and difficult with grease all over everything (I remember thinking "I bought the wrong size!"). Push it from the end sticking out of the front of the car if you have to, and continue by tapping it with a piece of wood as it goes in. Once it is started in the



new bushing, start the circlip on the rod but don't put it on the bushing yet. Work the rod all the way back. Keep sliding the clip along to keep it reachable near the shifter hole (this requires a lot of back and forth movement if you are working alone). Just before pushing the rod back the last few cm or so, smear a lot more grease around the rod where it will be in the bushing. Reconnect the rod to the transmission under the seat (a new coupling is a worthwhile investment at this time), then slip the clip on the bushing. The cut in the bushing should face up.

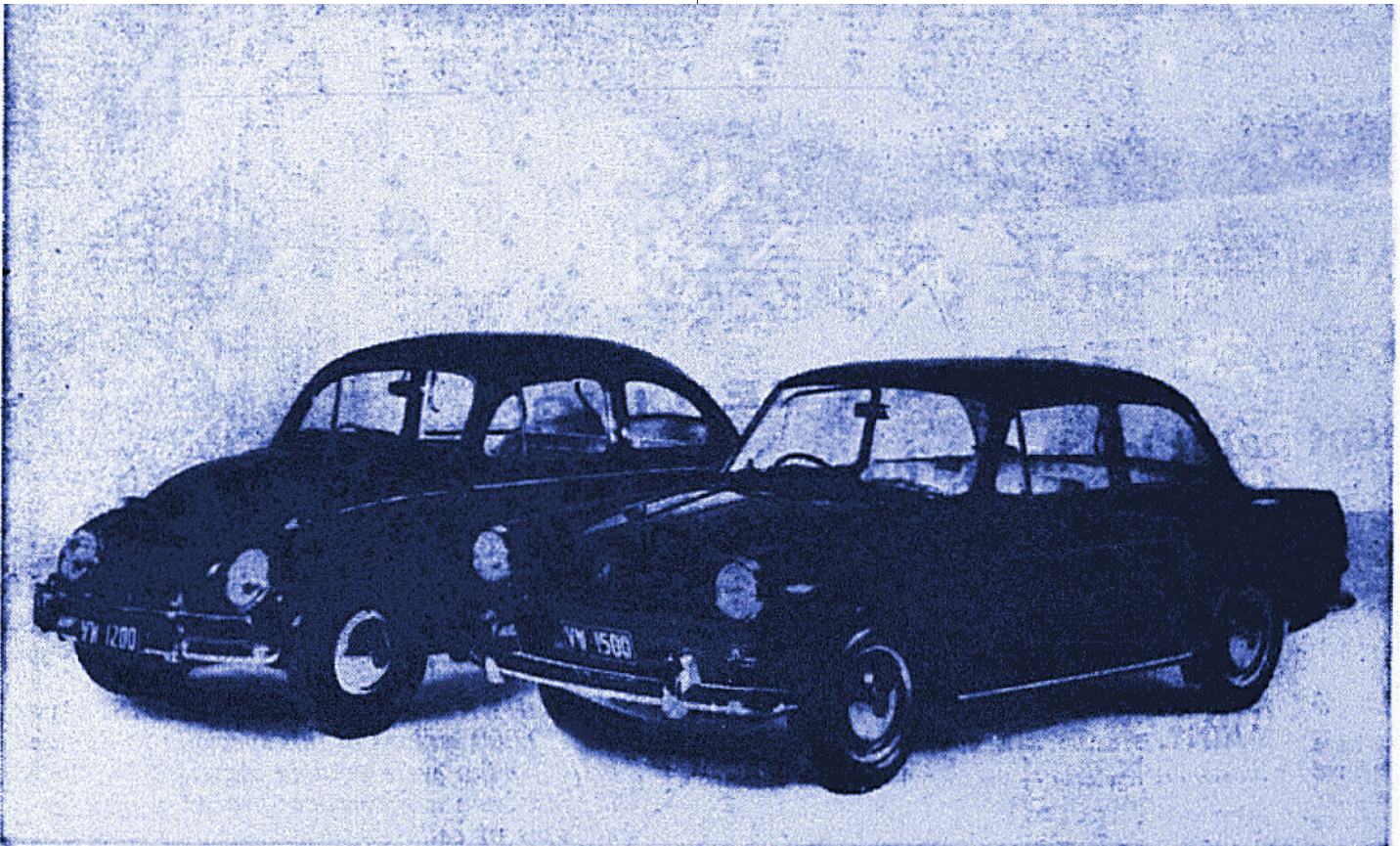
5. Grease the gearstick ball and the socket in the shift rod, and reinstall the gearstick. Make sure the shift gate plate faces the right way. Tighten the two bolts. Check that you can engage all four gears, plus reverse; if not loosen the bolts and adjust the plate's position slightly, then retighten. Put the mat or carpet back.

That's the quick and dirty of it. The only problem you may have is an overly enlarged opening in the bracket if the car has been driven with a nonexistent bushing for years. In this case the shifter will be sloppy somewhat, but won't rattle



until the new bushing wears out.

Now take a nice long drive where you will have to do lot of shifting. You will be amazed at how much 'newer' you car feels.



## Two-car family

What do people admire in the familiar VW1200? The word 'reliability' sums it up. The way it runs up high mileages without getting the bugs you do in most cars.

Same with the new VW1500.

It's a Volkswagen from its wide front boot to its unexpected back one. (Why have only one boot, in the front, when a flat, 53 b.h.p. engine makes room for a second one, at the back?)

And why not have the boots unlock from inside the car, instead of outside?

They do in the VW1500.

It has four heater and three fresh-air vents, a speedo that's fast, a petrol gauge that's slow

and a clock that's just right.

Cruise at eighty if you wish. All day. And all night.

You don't stop very often for petrol, and never for water, because the engine is air-cooled so it can't boil or freeze.

Now we're talking about both Volkswagens.

Are you?

VW1500 Sedan — £1199 tax paid.

VW1500 Station Wagon — £1249 tax paid. VW1200 Sedan — from £849 tax paid. (Prices for State capital cities.)

Volkswagen (Australasia) Pty. Ltd.







## Pushrod tubes.

It's difficult to get excited about push-rod tubes, the eight little pipes that angle down from the heads to the crankcase. Nestled inside the lower plenum chambers, the push-rod tubes are out of sight and usually out of mind; properly installed, they'll last the life of the engine. It came as quite a shock to learn they're a part of the engine's cooling system and a fairly sophisticated part too, for the role they play in regulating the engine's oil temperature.

The first clue in understanding the Secret Life of Push-rod Tubes was learning that chromed push-rod tubes were part of the 'high-latitude package,' a kit of parts that re-configured the VW engine for operation in Arctic conditions. That's alien stuff for most American VW mechanics, not because some parts of the States don't have cold weather but because Volkswagen of America, the sales agent for VW products, didn't bother to import such kits. Indeed, while Volkswagen produced more one-hundred thirty different types of vehicles, from track-laying snow-cats to farm tractors, VWoA imported only half a dozen or so.

The cold weather kit consisted of chromed valve covers, push-rod tubes and sump-plate, three shutters that fit over the air-inlet on the fan shroud, a different thermostat, split main bearings and an insulated blanket that wrapped around the engine's sump. The purpose of the kit was to keep the heat in. The chromed parts were in direct contact with the engine's oil and the shiny chrome surface reduced the thermal transparency of those parts by 90%, using the same principle found in shiny tea pots, chrome-plated percolators and the insides of a thermos-flask.

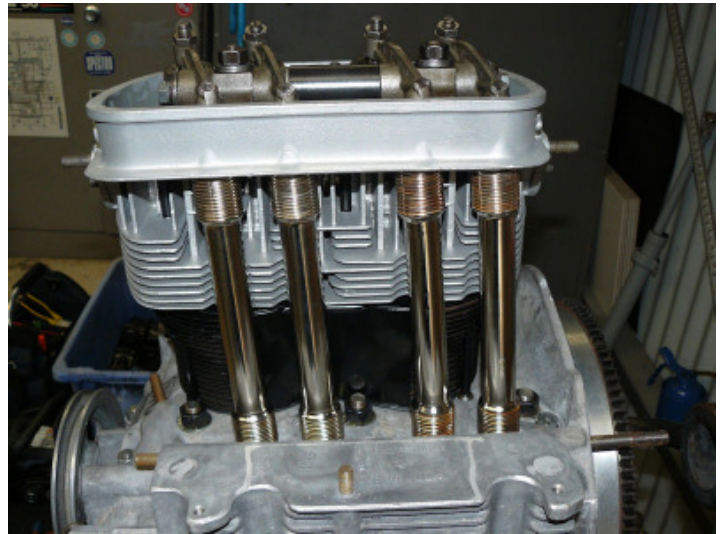
This puzzles a lot of folks who never took physics so let me explain that a shiny surface reflects heat. When you put chromed or polished valve covers on your engine, the heat in



the oil sees that shiny surface from the inside and is bounced back into the engine. If you've got one of those infra-red thermometers you can prove this for yourself by simply putting a chromed valve cover on one bank and a stock valve cover on the other. Take it for a short run to warm things up then use the IR thermometer to measure the temperature of the valve covers. The shiny one will be as much as thirty degrees cooler than the black one.

Which is bad. Unless you live in Siberia :-). Because that's thirty degrees of heat that is not being radiated out of the engine.

If you live in California or Australia and know your onions when it comes to VW engines, you'll be running stock valve covers painted flat-black, which radiates even more heat than the stock gloss-black covers. Seeing shiny valve covers on a VW engine tells you all you need to know about the technological expertise of it's owner :-).



As for how the push-rod tubes aid in the regulation of the engine's temperature you need another shot of physics – the part where it tells you heat always runs 'down-hill' according to temperature. That means if you put something cool next to something hot, the cool thing will get hotter while the hot thing will get cooler. In designing the Volkswagen engine they took advantage of that fact by enclosing the push-rod tubes in the lower plenum chambers where they are bathed in air coming off the cylinders and heads. When the engine is first started the tubes are colder than the air coming off the engine, so the oil inside the tubes warms up. Once the engine reaches its normal operating temperature, which you want to happen as soon as possible, the oil inside the tubes will be hotter than the air coming off the engine so the oil will tend to cool down.

Like all car engines, the VW was designed for variable output, unlike an airplane engine that is designed for virtually a single level of output. Like most car engines the VW spends 98% of its service life producing an output approximately equal to a quarter of its maximum peak power. The only time it produces more is when accelerating or climbing hills and of the two, acceleration accounts for the majority. Not flat-out acceleration, as in seeing how fast you can go from a standing stop to your top speed, but relatively small accelerations, such as working your way through the gears, changing lanes and so forth. Those small bursts of power produce small bursts of excess waste-heat, most of which goes into the oil,



which serves as a kind of temporary heat-sink.

Liquid-cooled engines are capable of dealing with significant excesses in the waste-heat department but air-cooled engines are not. They are designed for a relatively narrow operating window, which makes their use as a vehicle powerplant something of a challenge. Volkswagen addressed the problem by fitting an oil pump having more than eight times the output required for lubrication alone. The excess pumping capacity, in conjunction with an efficient heat exchanger and belt-driven blower allows the lubricant to serve as a coolant, which works quite well up to the engine's maximum sustainable output of approximately 40 bhp under Standard Day conditions. This system also works fairly well for occasional large increases in power of short duration, such as merging with traffic.

The push-rod tubes come into play for all of those small variations in output, such as working your way through the gears or when changing lanes.

The stock VW push-rod tube is the best option, being lighter and less expensive than the alternatives. Off-roaders or anyone who spends any time in the desert always carry a couple of spring-loaded push-rod tubes in case a stone get past the skid-plate but for street Volkswagens the stock tubes do perfectly well. Assuming they are properly installed and that the engine is not allowed to over-heat.

Proper installation begins with a thin coat of flat-black paint to protect the bare steel and prevent it from rusting, since even a modest layer of rust serves as a remarkably good insulator, as any welder can tell you. Flat-black paint, because it has the best heat-transfer characteristic of any colour. And a thin coat because all paints serve as insulators to some degree. But on the whole, a painted push-rod tube is a thousand times better than a rusty one.

Another aspect of proper installation has to do with the length of the push-rod tube, which is 191mm to 192mm for a stock engine. If your heads have been fly-cut, or if your crankcase has been decked, you must subtract the depth of the cut from the standard length. In the same vein, anything that moves the heads farther from the centre-line, such as barrel shims or head gaskets, must be added to the length.

Adjusting the length is done by simply compressing the push-rod tube to make it shorter and extending it to make it longer. Unfortunately, if you do either of these things incorrectly you can harm the engine. To shorten a tube you drill a 22 mm hole in two pieces of wood at least 20 mm thick. Fit the drilled blocks over each end of the tube and compress them until the distance between the blocks is reduced to that required. You may rig a simple depth gauge if



you wish. (A piece of welding rod works fine.)

The idea here is to compress the accordion-pleated 'bellows' portion of the push-rod tube without damaging the portion of the tube that projects beyond the bellows. The hazard here is two-fold: The projection portion of the tube is part of the sealing surface. Any bend or wrinkle usually results in a drip. Secondly, a bend in this area is liable to contact the push-rod itself.

But the most commonly required adjustment to a push-rod tube is to make it longer. Most of the manuals tell you to simply bend the bellows-section back & forth whilst pulling on the tube. This usually results in one accordion-fold being over-extended... which then gets squeezed back together when the heads are installed and quite often leads to the formation of a crack where the welded seam dips down into the fold of the bellows.

Why? Partly because of being over-extended, but mostly because of what the bellows is designed to do, which is to maintain an oil-tight seal as the engine heats and cools. It is the thermal stress of those heat cycles that provides the energy for the over-extended portion to crack.



A better way to do it is to use a tubing cutter (!!) Set the blade so that it touches only the sides of the fold, press the push-rod tube into the cutter and simply swing it around the tube. It will force that fold of the bellows apart by some small amount. Repeat as needed to achieve the required length, dividing your work between both ends of the tube.

This method works fine for one engine but it's rather slow. If you're building more than one engine at a time you'll probably make yourself a tool similar to the one shown in the photo, which is nothing more than an old hacksaw blade or piece of steel strapping, stoned to a smoothly rounded edge and epoxied into a hardwood block. With the push-rod tube on a firm surface, press the tool against a fold and use the motion of the tool to roll the tube across the surface. The result is straighter tubes and more uniform spacing than is possible with the tubing cutter.

A key factor here is that the push-rod tube must never be longer than necessary. Some mechanics think they can prevent leaky push-rod tubes by starting out the things as much as an inch longer than required, then using the heads as a vise to achieve a crush-fit. The push-rod tubes are supposed



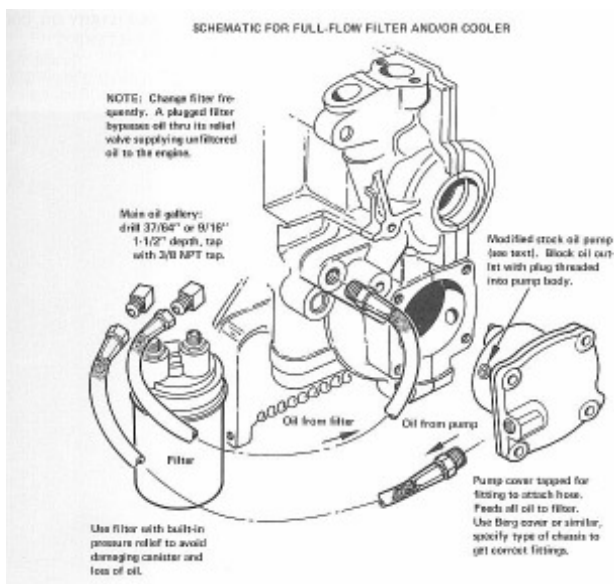
to be straight. Crushing them into place almost always results in kinky looking tubes due to asymmetrical compression at one of the bellows sections.

Some big-bore strokers are as much as 30 mm wider than stock, meaning each push-rod tube must be extended by 15 mm. The tool shown produces a consistent 1.5 mm extension per pass. An extension of 15 mm would therefore take ten passes per tube, five at each end. Since the tool goes into the valleys between the folds, and since there are twelve valleys on each bellows section, you would distribute the widening uniformly so as to equalize the stress.

The proper preparation and installation of your push-rod tubes is another example of the 'unimportant details' that spell the difference between a properly assembled engine and the other kind.

## Full flow oil filtration.

There's still lots of people who simply Don't Get It when it comes to full-flow oil filtration.



They like to point to older aircraft engines such as the A-65 -- or even the O-200 -- and insist that changing the oil every 25 hours is all you need do to obtain maximum service.

Unfortunately, they are comparing apples to oranges. The O-200 was designed as an aircraft engine with more than adequate fin-area to deal with the three-horsepower's-worth of waste heat that is generated for every horsepower's worth of torque that appears in the crankshaft.

Nominal output of the Volkswagen engine is about 25bhp -- and only about half of that makes it to the rear wheels. (Start with the miles-per-gallon, work backwards.) Short bursts of acceleration, as when passing or merging with traffic, are dealt with by using the OIL as a heat-sink. That is why the VW's oil pump is about twice as large as the pump from an O-200. Not only is it larger, it typically operates at nearly twice the speed of the O-200's pump. Bottom line is that the VW's pump moves more than three gallons of oil per minute even though it only needs about six ounces for lubrication. The excess flow is for cooling.

The VW sump holds 2.5 liters of oil. 85 fluid ounces. Barely two and a half quarts. In 25 engine-hours it will re-

circulate the sump's oil nearly seven thousand times. Dirty oil, getting dirtier on each pass.

An aircraft engine will typically hold six to eight quarts of oil, more than twice as much as a VW. And pumps it at less than half the rate. Wanna figure out how many times the sump's oil gets recirculated in 25 hours? (Go ahead, I'll be over there copping a smoke.)

Apples to oranges.

The VW engine needs a full-flow oil filter. Installing one will literally double the life of your engine.



Volkswagen adopted full-flow oil filtration with the introduction of the Type IV engine. To retro-fit that feature to earlier VW engines you simply block the output of the pump and re-direct it through a modified pump cover-plate, ideally one having a pressure relief valve such as the Berg unit shown in the photos. After passing through the filter -- and the oil cooler, should you care to plumb one in -- the oil is returned to the engine's main oil gallery.

This retro-fit became a standard feature of high-output VW's in the early 1960's and has been depicted numerous times in manuals, magazine articles and even here on the internet. (Bill Fisher devoted a couple of pages to it in his famous 'How to Hotrod Volkswagen Engines,' published in 1970.) Indeed, it is such old news -- and such a necessary mod -- that there's simply no justification for it to not be included on every modified Volkswagen.

Bob Hoover

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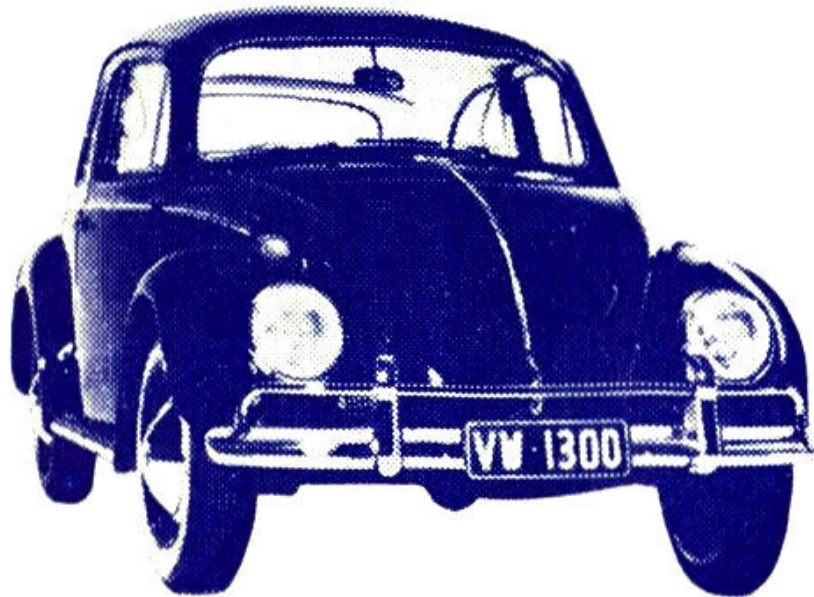
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