

Zeitschrift



The champion Vintage Veedub drag team.

November 2014

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The Legend Never Dies

Club VeeDub Sydney.

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.

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

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

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

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Jeff and Craig's Pie In The Sky Cruise

SUNDAY the
30th 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



Eat Street ALIVE

PARRAMATTA



VOLKSWAGEN

STREET DISPLAY

FRIDAY 5th DECEMBER



Parramatta's Eat St (Church Street North, between Lennox Bridge and Phillip Street), is currently closed to traffic for bridge works. The street is currently pedestrians only.

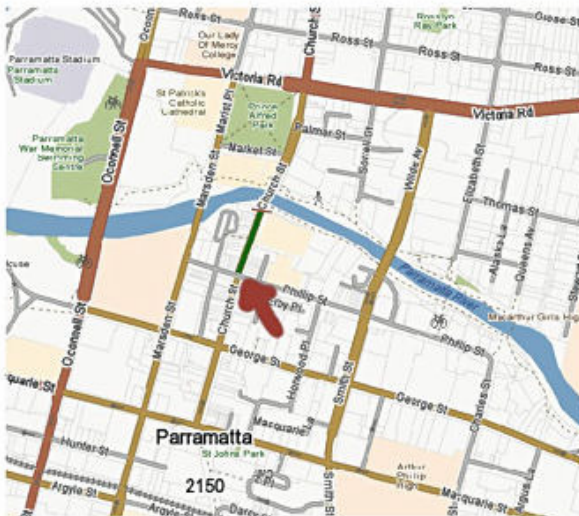
On Friday 5th December the Parramatta Council has invited us to display our Volkswagens in the closed street. The entire strip, with space for up to 30 VWs, has been reserved purely for us and our Volkswagens.

From 5:30pm VWs can enter from the Phillip St intersection. Parramatta Council will have staff on the intersection to move the barrier and monitor the vehicles. **All VWs, old and new are welcome, but NO non-VWs are allowed in.** Parramatta Council will also have someone on hand to assist in the positioning of vehicles and getting them in and out of the area. It will be first come, first in. We will need owners to assist with marshalling and parking of the VWs in a neat and efficient manner.

Please try to arrive no later than 6:30pm. Once the barrier is closed, VWs must remain in place until 9pm. There is a whole street full of cafes and restaurants to enjoy, or just stay by your VWs and talk to other VW owners and the many hundreds of passers-by.

The Council will re-open the barriers at 9pm, when VWs can then depart for home in an orderly fashion. All VWs must leave the Church St area by 10pm.

For all enquiries contact Michael Russell (Parramatta Council) on (02) 9806 5824 (BH) or email markets@parracity.nsw.gov.au



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SATURDAY FEBRUARY 21ST 2015
SYDNEY DRAGWAY EASTERN CREEK



Von dem Herrn Präsident.

Hi all, there have been plenty of events to attend over last few months as the springtime brings out the good weather. Read all the reports in this issue.

There are still a few things happening as we get closer to Christmas. Boris' Picnic Day is on again today, so it will already have occurred before you receive this magazine. Then a new event run by relative new club members, Jeff And Craig's Pie In The Sky Cruise on Sunday 30 November. See the flyer for all details. It's great to see new members having a go at organising an event.

Another sort of new event is the Parramatta VW Display, organised by Parramatta City Council in Church St 'Eat Street', on Friday 5 December. I say sort of new because I've been attending a similar informal event at Harry's Cafe de Wheels at Liverpool for many years on the first Friday of the month. This is the first time it's 'official.'

Our Webmaster Aaron (who also organised the VW Summer Cruise) has relocated to Melbourne; hopefully others can step in and run this event as it is a really good day.

The club was informed of the cancellation of Southern Highlands Motorfest at Chevalier College with very late notice; just a couple of days beforehand. Apart from updating our website and posting messages on the VW forums, we were unable to tell many members about the cancellation. I fielded a few phone calls on Sunday morning from club members asking what was happening. I am not sure even now why the Chevalier College cancelled it.

In December is the club Christmas Party. We hope to see everyone at the Greyhound Club on Thursday 18th. Food and drink will be catered; don't forget to bring a wrapped present to the value of \$5 or so.

Steve Carter



Kanberra Kapitel report.

Hi everyone, I can't believe it is already November. This month the Canberra Chapter headed to the Tidbinbilla Tracking Station. It was a great event but a little low on numbers though.

By the time you read this, Marques In The Park will have run (Sunday 9 November), which is a large car show in Belconnen. I am sure we will have a report on this one in due course.

We've had some hassles this month with some emails as we updated our lists. If you are not getting emails from the club please contact us and we will fix the issue. Apologies to anyone not getting information, we're trying to rectify this.

In December we are hoping to have a Christmas Lights Cruise. I'm still looking for a volunteer to organise this one. It's a great opportunity to help your club and to see how to

organise an event. If you'd like more details please contact us. After Christmas we'll take a break as everyone enjoys their holidays, and are then getting kids back to school in January. We'll let you know about events for 2015 soon.

One event of note is the VW drive for the Community Day. This is in March 2015 and more info will come. It supports the Canberra Hospital and the inaugural event this year was a huge success. Think of hundreds of Vee Dubs in convoy through Canberra, fun activities afterwards, food... it should be a great time. More info to come, we'd love to get a heap of club members along this year so please be ready for more info!

As we wind down to the holiday season I'd like to thank the local members for a great year and look forward to your support and assistance in 2015. Don't forget, if you'd like to assist with an event please let us know!

Bruce



Klub Kalender.

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

November.

Saturday 15th:- Kemps Creek Fair & Classic Car Show at Mamre Anglican School, 45 Bakers Lane Kemps Creek. Entry from 8am to 9:30am, \$10 to show your classic VW. Five car show categories with \$200 prize money for each category! Food and market stalls, carnival rides, giant slide, a family fun fair for everyone. Car show entries must pre-book. To do so contact Megan on (02) 9834 1881 or email megan.malek@mamre.nsw.edu.au

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

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

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

Sunday 30th:- Jeff And Craig's Pie In The Sky Cruise. Meet at McDonalds Dural, 286 New Line Rd Dural, 9:30-10am. We will depart at 10.20am to go through the Galston Gorge, up the old Pacific Highway to the Pie in the Sky at 1296 Pacific Highway Cowan. There is lots of parking, lots of

food, great look out over Porto Bay. We will have best water-cooled and air-cooled trophies and a lucky dip for the kids. A good drive, not far and good company. Please us know who is coming for numbers for catering. For more info contact Craig on 0404184893.

December.

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

Friday 5th:- Parramatta VW Display, organised by Parramatta City Council. Church St 'Eat Street', between Phillip St and the river, is currently closed to traffic for bridge works. The council has invited us to display our VWs on the closed street, in the middle of a vibrant restaurant precinct. We are invited to display from 5:30pm to 9pm, arriving from Phillip St. Shine up your VW for a warm summer evening display and large crowds of people to admire your car. All air and water-cooled VWs welcome! For more information, contact Michael Russell (Parramatta Council) on 9806 5824.

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

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

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

January.

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

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

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

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.

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 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

February.

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

Saturday 7th:- Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7:00pm. Great Italian banquet, yummiest pizzas in southern Sydney. BYOG. Don't forget to wear your best Hawaiian shirt (guys) or shift (girls). You must book your place with Dave Birchall (02) 9534 4825 – leave a message if no answer. Leave your name and number of people attending. Close-off is two weeks before – 24th January.

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.

Saturday 21st:- Sydney Showdown VW Drag Racing at WSID, Eastern Creek. 1/4-mile VW drag racing, dial your own time. Air and water-cooled VWs, stock to all-out, novice to pro! Non-elimination competition. Top VW shootout, show'n'shine, traders/swap meet, twilight cruise, pizza run. Family friendly! Plenty of food and drink. Presented by VW Magazine Australia. Visit www.vwma.net.au for more info.

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

March.

Sunday 1st:- Thirlmere Festival of Steam 2015 at Thirlmere, NSW. Steam train rides, Trainworks railway museum, model railways, bands, dancers, food and drink stalls, market traders, kids rides, classis car display and parade. **Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45am departure.** Arrive by 9:30am. Street parade (max 2 VWs) at 1pm.

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

Sunday 8th:- Club Veedub 30th Anniversay Cruise.

Celebrate our Club's 30th birthday by coming on a tribute navigation run! Meet at Hungry Jack's at North Parramatta, off Church St opposite Bunnings, at 9:00am. Bring a friend to navigate. Depart at 9:30am after coffees. Follow the instructions, spot the landmarks, answer the questions. Cruise to St Albans (where we went in 1985) for a beer and country pub lunch. All tarmac, no gravel roads! Trophies for the winners. Organised by Phil and Lily.

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

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

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

May.

Saturday 23rd:- NW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek (South Circuit). Our first time at this famous track! VW racers wanted, air AND water-cooled. Stock is OK. CAMS licence and helmet required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 24th:- VW NATIONALS 2015 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids' rides, Club shop, German dancing, great food and drink, VW fun all day. Phone David Birchall on (02) 9534 4825 for more info, or see www.clubvw.org.au

Marktplatz.

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

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

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

New Ads.

For Sale:- The love of my life, **Golf Cabriolet 1998/99.** Fire-engine red, black soft-top. It has become too high maintenance for me. Needs some love and attention. All offers considered. Please contact Mrs Lynne Mckenzie on 0421 068240 or (02) 9499 6234 (AH), or email igm@inet.net.au

For sale:- 1978 Mk 1 Golf Diesel. 1st place winner at 2014 and 2010 Natmeet. Reluctant sale of this immaculate, rust free, original condition Mk1 diesel. 49,397 genuine km. I am second owner. Full service history and rego until 19 Sept 2015. New tyres and some spare parts. Very fuel efficient. \$4,900 ONO. I would like this car to go to a club member if possible. For more details and photos contact Jeff at 0406 657555 or email me at jeff_tinker@hotmail.com

For Sale:- Great Package – all for one low price.
1976 Convertible Beetle – an oldie but a goodie. It is with deep regret that I am having to sell my VW convertible. Bright yellow in colour, 11 mth rego (Sept 201), no rust, new shocks,



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For Sale:- 2004 Golf R32 1J, #25 (of 200), Black. 3.2-litre VR6 engine, 155 kW / 320 Nm, fantastic exhaust note. AWD. 53,900 km, excellent condition, spare alloy and tyre. Asking Price \$23,500 (neg). Contact Matthew Green on 0414 987 643 or email matthewgreen@westpac.com.au

2nd Month 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

Free to Good Home:- I have a spare windscreen never used and in good order and the rubber mount for the original VW

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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 Monckton on (02) 9988 3656 or 0411 751766, or email parry.monckton@bigpond.com

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

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

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

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Tidbinbilla Visit.

On Sunday 26 October, the Canberra Chapter visited the Tidbinbilla Space Tracking Station. A combination of pre-summer heat, and a bicycle race, gave us an eventful convoy, but the trip was worth it.



Tidbinbilla is part of NASA's Deep Space Network and was opened in 1965. The complex has three operating radio dishes, including the 70-metre DSS-43, the largest radio dish in the southern hemisphere (Parkes is 64m). A fourth dish is the 1967 Apollo DSS from Honeysuckle Creek, moved to Tidbinbilla in 1985 but decommissioned in 2009. NASA is currently building two more 34m radio dishes.

Tidbinbilla also has an astronomy and space exploration educational display (with a real moon rock!), as well as a café that we all appreciated.

The convoy consisted of 2 Kombis, an AmaroK and a Harley Davidson (!) Thanks to everyone who attended, I hope you enjoyed the trip.

Bruce

Trades and services directory.



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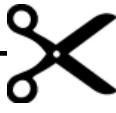
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Passat 8 local delay.

Volkswagen Australia managing director John White says he is comfortable that local examples of the new-generation Volkswagen Passat won't arrive for more than 12 months after the European launch, which took place last month.



The long lead-time, said White, is the result of a staggered worldwide roll-out of the new model, which is based on an entirely different architecture to the old car — a version of the MQB matrix that also underpins the Golf, Skoda Octavia and Audi A3 among many others.

Given the circumstances, the Emden plant in Germany that makes our Passats is taking some time to get up to full speed, and since the mid-sized car market is shrinking in Australia, it is not deemed a high priority. Not as high as a proportionally big-seller such as the Golf GTI, anyhow.

"It's a staggered launch on a worldwide basis," White explained. "That segment in Australia is not as important a segment as it is in other markets in terms of its size.

"This is a brand new car, new architecture, and your production curve is [gradual]. I'm comfortable when we're getting it."

"We believe we still have legs under the current Passat scenario, a good run-out strategy".

In the interim between last month's European launch and the Australian premiere, three new spin-offs will arrive in Europe, some time near June next year. These are the GTE plug-in, the R-Line sports-styled derivatives and the high-riding Alltrack version.

Speaking on the wider mid-sized segment, down 12.8 per cent this year, White said the full picture would not emerge until 2018, when the dominant Toyota Camry ceases



to be made in Australia. At present, the ubiquitous Toyota takes a staggering 48 per cent segment share.

"I think it's going to level out, I think it won't be until 2018 when we get the real picture," White said.

"Why do I say 2018? When you look at the stats, 75 per cent of the segment is driven by the Camry, and if you look at the business Camry does, a high percentage is fleet business, government fleet.

"So the day the government and government industries are no longer buying the Camry (as much) because it's a 'Made in Australia' product, what will happen? Will all that business still go to the mid-sized car segment? Will that business shift to other markets? I don't think we'll really know until then.

"I suspect, if I was to put money on it, the market will shrink a little bit and level off. But long term, we can still do good, profitable volume with the Passat range."

The Passat launches in the final quarter of 2015 into Australian showrooms. A preview of the Passat 8 and its possible Australian features can be found in this issue of Zeitschrift.

Amarok Dark Label.

The limited edition Volkswagen Amarok Dark Label will add a stylish edge to the rugged work ute when it arrives in Australia early next year.

Volkswagen will bring 300 Amarok Dark Label models to our market, priced from \$56,990 for the TDI400 manual and \$59,990 for the TDI420 automatic.



Based on the Highline trim grade (\$51,990 manual, \$54,990 auto), the Volkswagen Amarok Dark Label gains bi-xenon headlights, LED daytime running lights, matt black sports bar and side steps, and darkened tail-lights, as well as black-painted 18-inch alloy wheels, rear bumper, mirror caps and door handles.

The Dark Label's cabin adds alcantara trim with carbon fibre-look seat bolster finish, heated front seats, and tailored floor mats.

The Dark Label retains the Highline's 2.0-litre four-cylinder turbo diesel engine, which produces 132 kW and 400 Nm when paired with the six-speed manual transmission and 420 Nm with the eight-speed automatic.

The Amarok Dark Label will become the third black-themed ute available in Australia, joining the Toyota HiLux Black and the Holden Colorado Black Edition.



VW Tristar concept previews T6 Transporter in 2015.

The Volkswagen Tristar concept was revealed last month at the IAA commercial vehicle show in Hanover, and it previews the look of the next-generation Transporter.

The Tristar concept vehicle shares its name with a similarly-themed production version built on the rear-engined T3 Transporter back in the late 1980s. The original Tristar was a modified syncro 4WD twin-cab T3 fitted with 16-inch wheels and numerous luxury extras. It was slated for sale in Australia in 1990 under then-importers Ateco/TKM, but only one vehicle ever arrived.

With LED headlights, twin-bar grille and a rectilinear style, the new Tristar concept vehicle has a short wheelbase and extended cab, and features a new, yet very familiar look.

Under the concept car's plastic mudguard extensions are chunky off-road tyres wrapped around 17-inch alloy wheels. According to Volkswagen, the Tristar has an extra 30mm of ground clearance compared to regular T5 Transporters.

The Tristar's tray bed has a split-level design, with an underfloor storage area capable of hiding some items away from the elements.



The Tristar measures almost 4.8 metres from nose to tail, is 2.32 m wide and has a roof that's 2.07 m off the ground. Although it can only seat two people, both the driver's and passenger's seats can slide and turn, and behind the driver's seat there's a 20-inch tablet computer on a swinging arm and videoconferencing equipment.

The cabin is also equipped with a large touchscreen entertainment system, plenty of faux metal trim and a much more modern dashboard design than the current Transporter.

Powering the concept car is a 2.0-litre turbo-diesel motor with 150 kW of power and 450 Nm of torque at its disposal. Built to celebrate the 30th anniversary of the introduction of the Transporter Syncro in 1984, the Tristar sends its power to all four wheels.

Teamed up with a seven-speed dual-clutch transmission, Volkswagen claims that the Tristar can complete the 0-100 km/h sprint in 10 seconds and hit a top speed of 185 km/h.

Reports indicate that the next-generation Transporter will debut at the 2015 Geneva motor show that takes place in March. It's expected that the next Transporter will feature a new body draped over a reworked version of the platform used in the current Transporter range.

Der Spiegel claims that the next-generation Transporter will feature the top-of-the-line 179 kW turbo-diesel from the new Passat.

Dr Eckhard Scholz, CEO of Volkswagen Commercial Vehicles, said the brand is set to "embark on an intensive period" after announcing an extra night shift at the Hanover plant in Germany where the vans are built.



"The T5 is our best-seller and demand remains buoyant as before," Scholz said. "That's why we are working extra shifts. We see the uninterrupted enthusiasm of our customers for the successful model as both recognition and incentive to make the next model into a best-seller. We can already announce today that we are proud to present the T6 within the foreseeable future.

"It will incorporate the excellent characteristics of the T5 and it will also feature a whole load of new technology innovations. The result will again be an outstanding, reliable, technically refined, mobile companion for our customers to pursue their trade and leisure time activities. Until then, the T5 will remain our sales hit," Scholz declared.

Volkswagen Australia general manager of communications, Karl Gehling, confirmed the new T6 model will arrive here in 2015 to take on the recently released Ford Transit Custom and the also-confirmed Renault Traffic.

"We'll see it here late next year," he said, but indicated there was little other detail that had been made available about the new models – including the Multivan and Caravelle people-mover derivatives – at this point in time.

So far in 2014, Volkswagen claims deliveries of the current-generation T5 Transporter have risen overall by "almost six per cent to 108,000 units". Locally, the Transporter has underperformed against its competitors, with sales down 38 per cent year-to-date (just 1,392 sales to end of

August 2014). The T5's best sales year locally was 2007 with 2,383 (including the cab-chassis and Multivan/Caravelle versions). 2,357 T4 Transporters and Caravelles were sold in 1997. The all-time VW record, unlikely ever to be beaten, was 8,974 locally-made T2 Transporters in 1975.

New Polo GTI.

The 2015 Volkswagen Polo GTI has been revealed, with the German hot-hatch adopting a 1.8-litre turbocharged four-cylinder engine and the availability of a six-speed manual gearbox..



The new engine - which is borrowed from the EA888 powerplants developed by Audi - replaces the 'twin-charger' 1.4-litre turbocharged and supercharged four-cylinder unit. It means the Polo GTI gets a power bump from 132 kW to 141 kW, while torque rises from 250 Nm to a chunky 320 Nm - close to that seen in hot-hatches in the next size category up.

According to reports, the new Polo GTI is also set to get a slight reduction to its 0-100 km/h time, down from 6.9 seconds to 6.7 sec. The GTI's top speed is said to be increased to 236 km/h, up from 228 km/h.

While the seven-speed dual-clutch auto is retained, the six-speed manual will likely mean the price of the new-generation model drops to allow it to rival the likes of the Ford Fiesta ST (from \$25,990). The existing model was priced at \$29,540 for the five-door model - there are no images available of the new-look five-door model yet - while the three-door version was priced at \$27,990.

Styling changes stay true to the GTI way, with a honeycomb grille trimmed with a red character line, honeycomb air intakes, lower lip and sill extensions, red GTI badges, a rear spoiler and a sportier rear bumper bar.

While no standard Polo models sold in Australia adopt adaptive dampers, the new Polo GTI is expected to be offered with the option of Sport-Select suspension.

Interior changes include a new flat-bottomed sports steering wheel, revised instrument cluster with new graphic elements, and revamped sports seats with a new tartan trim design.

The new model is expected to bring an upscale media system over the standard Polo (which has a 5.0-inch colour touchscreen) which will allow the capability for satellite navigation, which is otherwise unavailable.

The new GTI is set to arrive in Australia in the first half of 2015. Stay tuned for more.

Golf Alltrack.

The rugged new Volkswagen Golf Alltrack wagon has been revealed for its debut at the 2014 Paris motor show.

The new model has already been confirmed for the Australian market, with an expected on-sale date by mid 2015. Volkswagen Group Australia has previously stated the car would follow the same mantra as the larger Passat Alltrack, and it's clear from these images that the resemblance is not in the name alone.

The all-wheel drive Golf Alltrack wagon boasts styling additions such as underbody protection, wheel arch extensions, new alloy wheels and a raised ride height. There are silver trim highlights across the front bumper and grille, as well as on the sills, roof rails and mirror caps.

Engine options for the Golf Alltrack wagon in Europe include a 1.8-litre turbo four-cylinder petrol engine with 132 kW of power and 280 Nm of torque, while a pair of turbo diesel four-cylinder engines will also be offered. The entry-level 1.6-litre unit produces 81 kW and 250 Nm, while the larger 2.0-litre is offered in two states of tune - the lower being 110 kW/340 Nm; the higher boasting 135 kW/380 Nm. This high-spec model is good for towing 2000 kilograms (braked), according to Volkswagen.

The petrol model is said to be good for a 0-100 km/h time of 7.8 seconds, with fuel use of 6.8 litres per 100 kilometres. The entry diesel uses just 4.7 L/100 km, but takes 12.1 sec from 0-100 km/h, while the gruntier diesels can hit highway speed from standstill in 8.9 sec (110 kW) and 7.8 sec (135 kW). The quicker diesel uses 0.2 L/100 km more than its detuned sibling which has claimed use of 4.9L/100km.



Volkswagen Australia has not yet released any information on what engine variants will be offered here, but it will do so closer to the local launch of the car towards the end of the first half of 2015. It would not be surprising if it followed the same tack as the Passat Alltrack in being a sole, high-output diesel offering.

The new Golf Alltrack wagon is expected to be positioned at the top of the Golf wagon model line, which currently starts from \$25,540 and tops out at \$36,540. A starting point of about \$40,000 is our best guess.

Passat GTE hybrid.

Also debuting at the 2014 Paris motor show is the Volkswagen Passat GTE plug-in hybrid.

The electrified version of the new-generation mid-sized Passat takes on the 'GTE' moniker premiered on the Golf 7 in February, and features a 160 kW/400 Nm



“We continue to evaluate these models but currently do not have any plans for a local release,” Volkswagen Australia general manager of communications Karl Gehling said. “However, if the local market conditions were to change, we could incorporate the Passat GTE and other similar models into our existing model range.”

The all-new Passat – to be offered with petrol and diesel engine options – arrives here in the second half of 2015.

XL2 Sport.

Volkswagen also sprang something of a surprise at the 2014 Paris motor show, revealing a lean and mean sports coupe concept with ample production potential, developed with help from its fully-owned motorcycle arm Ducati.

The wing-doored Volkswagen XL2 Sport, a performance derivation of the ground-breaking XL1 plug-in diesel hyper-miler, is pitched as a “driving machine unlike any other”. It mates a modified, ultra high-revving Ducati V-Twin engine with a seven-speed DSG and lightweight sporting body-shell.

Operating at the rear of the XL2 Sport is a modified V2 engine from the new, limited-edition Ducati 1199 Superleggera – the world’s most powerful two-cylinder motorcycle engine, with vents in the rear fenders there to cool it down.

powertrain that boasts claimed fuel use of less than 2.0 litres per 100 kilometres on the European NEDC combined cycle (equating to emissions of 45 g/km).

Billed as the first VW plug-in to come in both sedan and wagon form, the Passat GTE also has a pure electric range of 50 km and, in hybrid mode, tops out at a smidgen over 220 km/h.

With its 50-litre fuel tank brimmed and the 9.9 kWh lithium-ion battery charged, the Volkswagen claims the Passat GTE can manage a driving range beyond 1000 km.

The powertrain comprises the VW Group’s 1.4-litre TSI producing 115 kW at 5000rpm and a three-phase permanent magnet synchronous electric motor in the gearbox housing producing 85 kW. Combined output is 160 kW at its peak.

Maximum system torque is 400 Nm. Power is sent to the front wheels via a six-speed DSG, and the benchmark 0-100 km/h sprint is dispatched in a claimed 8.0 seconds.

Differentiating the Passat GTE from its petrol or diesel siblings cosmetically are blue highlights on the grille, a redesigned front bumper, different DRLs and new 17-inch wheels. There are also new menu functions in the cabin that feeds information about the plug-in system to the driver.

As with most EVs, you can also start the Passat GTE up, adjust climate functions and check vehicle information remotely via an app — in this case called CAR-NET e-Remote.

There are two different ways to charge the battery via the charging socket in the radiator grille. The standard charging cable can be plugged into a 230-volt mains electrical socket, taking the batteries from dead to charged in four and a quarter hours.

Alternately, Volkswagen will offer an optional wall box for a garage that charges at a power level of 3.6 kW. Using this method, the battery is fully charged after only 2.5 hours.

After the XL1, e-Up!, e-Golf and Golf GTE, the Passat GTE is the fifth electrified road-going Volkswagen. The company has previously said it wanted to be a world EV leader by 2020, and sees PHEV (plug-in hybrid electric vehicle) technology as the ideal bridge until batteries become more efficient.

The Passat GTE will launch in European showrooms in the second half of 2015. Volkswagen Australia was asked about a potential launch here, but the company has previously stated it would wait some time until the business case for EVs in Australia made more sense.



The 147 kW/134 Nm unit revs to a stratospheric 11,000rpm, and can take the extremely aerodynamic XL2 Sport from 0-100 km/h in 5.7 seconds on the way to a 270 km/h top speed. In fact, the 890 kg XL2 has the lowest drag coefficient of any road-going sports car, at 0.258.

Weight is kept at bay through the use of carbon-fibre reinforced polymers. The chassis incorporates a high-strength steel space frame, plus a double wishbone front axle/double wishbone rear axle with the dampers connected above in a pushrod configuration.

High-speed tyres sized 205/40 R18 (front) and 265/35 R18 (rear) are wrapped around forged magnesium wheels, which offer a total weight reduction of 23.9 kg compared with aluminium wheels. The XL2 Sport is braked by ceramic discs.

The XL2 Sport showcased in Paris is 4291 mm long (XL1: 3888 mm), 1847 mm wide (XL1: 1664 mm) and 1152 mm high (XL1: 1153 mm). The wheelbase has also been increased to 2424 mm (XL1: 2224 mm).



Whereas the XL1 is at its widest at the front and tapers towards the rear, the XL Sport is just as wide at the back as at the front. From above, the shape is that of a classic racing car, Volkswagen says, with the doors retracted like a waist.

More importantly, the odds of it entering series production in very limited numbers seem better than even. The XL1 was green-lit for a run of 250 units, while the Ducati Superleggera is to be limited to a run of 500.

Volkswagen AG's global communications chief Stephan Gruhsem said cars such as the XL1 and XL2 were technological pillars for the brand, and a limited production run for the latter had merit.

"For this one, the instinct is it's a logical consequence from the normal XL1, it's our technological tower, which gives the lead for the other cars. Our engineers are learning very much from it," he said.

"If the response [for the XL2 to enter limited production] is as good as the normal XL1, our response is not difficult," he said. However, any expansion beyond the XL2 was not on the radar, Gruhsem insisted. Previous European reports from nearly two months ago suggested a four-seat XL1 derivative was in the works.

"Not yet, not yet."

Also speaking was former Volkswagen technical chief, and now Audi AG board member for technical development, Ulrich Hackenberg, who said the XL2 was long in the planning.

"The XL1 is one of my babies... looking to the shape of the body, I always had in mind to make something more, and to make a super-sport version always was in mind," he said.

Polo and Passat R still possible.

"Unbelievable" sales of the new-generation Golf R the world over means Volkswagen is thinking hard about just how broad it can go with its performance range.

Volkswagen AG's boss of powertrain development, Dr Heinz-Jakob Neusser, told Australian media recently that the "emotional" R brand could spread to models such as the next-generation Polo or brand new Passat, or anywhere else for that matter.

"It's possible for everywhere. It's only a question of power and price range," he said.

"We are selling so many [Golf Rs] and the customer feedback is so positive, it gives us now the idea to think about other R models. It's only a question of whether the market is willing to take the car and, from our side, whether it's commercially attractive to make it.

"We have had a lot of success with the R models, because the R models are very emotional," Neusser said, adding that he personally "liked" the idea of R models and the potential they had to rub some magic dust on VW's safe but hardly sexy image.

"The typical R models — from the technology side, the engine side — are at the highest level we can achieve, as we showed with Golf R 400.

"We get a lot of positive resonance out of the market and, perhaps soon, we will see other R models. But it's always a question if the market is able to use the car, if they find them attractive. But yes, in principle it's always possible to do it."

Volkswagen previously launched an ultra-limited run of 2500 Polo R WRC models to comply with FIA regulations allowing it to compete in the World Rally Championship, but this was considered a special, rather than series, production run.



Such a vehicle would be similar in concept to the Audi S1, though Neusser hinted it would not arrive until the next-generation due in about 2016. That car could potentially feature elements, such as valve-trains, inspired by subsidiary brand Ducati, an expert on small-displacement engine. The first teaming-up of VW and Ducati was showcased at the 2014 Paris motor show with the Volkswagen XL2 Sport concept.

That said, Volkswagen will not just look at smaller R versions than the Golf. A successor for the R36 Passat is entirely possible, said Neusser, so long as market demand exists.

"We also have six-cylinder engines which fit longitudinally across the car and these can always be turbocharged, which means there is no limit. The question is do we need a six-cylinder?"

"It's a question of power and torque. With too much you can't get the traction, which is why we have 4Motion in the toolkit, the platform system, and in each car this is possible."

Beyond the Golf R, Volkswagen also offers European buyers the Scirocco R coupe, based on the previous Golf 6. That car will re-launch in Australia this month. A Touareg R is quite likely on the next version in a few years, but plans to build a Beetle R have not progressed beyond one concept show vehicle.



Golf R wagon.

Volkswagen is set to release a Golf R Wagon into the world in the not-too-distant future, extending the appeal of the range-topping performance flagship that is already proving more popular than its makers predicted.

This is according to Volkswagen Group head of powertrain development Heinz-Jakob Neusser, who spoke to Australian media at the French stage of the FIA World Rally Championship near Strasbourg.

An enthusiastic supporter of the project, the veteran engineer said the final decision rests on how many markets put their hand up for it.

“Perhaps we may soon see other R cars – maybe you will even see in the future a (Golf R) wagon,” he revealed.

“We’ve had the biggest success ever with the Golf R. We didn’t expect to have this much success. It gives us the chance to think about other variants. It’s up to the markets willing to take the models – whether it is commercially attractive for them to do it.

“It is so strong all over the world – we have had such an increase in sales (over the Golf 6 version).”

Mr Neusser also said he has been overwhelmed by the massive response to the Golf R 400 Concept that debuted at the Beijing motor show in April. The concept is a 294 kW/450 Nm all-wheel-drive super-hot hatch with a 3.9-second 0-100 km/h sprint time. There are many Volkswagen fans who hope this version makes it to production.

The latter debuted just weeks after the current Mk7 Golf R Hatch arrived in Australia, priced from \$51,990, plus on-road costs, and brandishing a 206kW/380Nm 2.0-litre version of the same EA888 four-cylinder engine driving all four wheels via the company’s 4Motion Haldex system.

It hits 100km/h from standstill in 5.0 seconds flat.

Mr Neusser added that the R-Line body-kit packs available across a number of Volkswagen models have also been extremely well received.

This year marks the 10th anniversary of the Golf R 4Motion in Australia, when a 177kW/320Nm 3.2-litre V6 was stuffed into the dainty bonnet of the outgoing Mk4 Golf.

It was followed two years later by a Mk5 version using an uprated 184kW version.

The Mk5 of 2010 was the first to downsize to a (188kW/330Nm) 2.0-litre four-pot turbo screamer – and to demonstrate this the name was changed to just ‘R’.

The most powerful Golf Wagon currently on sale in Australia uses a 110kW/320Nm 2.0-litre TDI turbo-diesel engine, driving the front wheels via a six-speed DSG dual-clutch transmission. It remains to be seen if the R Wagon will be released here.

VW entry brand decision?

Volkswagen is expected to make a decision within the next 12 months on whether to proceed with an entry-level brand for Europe as well as emerging markets.

Volkswagen Group chairman Martin Winterkorn said this week that research into the viability of such a brand has yet reach its conclusion.

“It is something we are looking at,” he said. “But we have not decided anything yet.”

It is no secret that Volkswagen has looked on in envy at the success that Renault has enjoyed with the Romanian Dacia brand in Europe and Northern Africa over the past decade – particularly with the Sandero hatch, Duster compact SUV and Logan sedan/wagon/van ranges.

The Sandero is upwards of 30 per cent cheaper than the least expensive Volkswagen in Europe, the Up!, helping Dacia find nearly 430,000 buyers mark last year, compared with only 95,000 in 2004.



Earlier, at the pre-show event speeches, Mr Winterkorn spoke of the increasing financial pressure facing the industry, particularly European-based companies such as Volkswagen.

Skoda Auto was acquired in 1990 in the aftermath of the Soviet Union’s collapse, specifically to fill the role as the group’s entry-level marque.

But increasingly high specification levels have seen the Czech brand move progressively more upmarket, to the point where most models now overlap with their Volkswagen counterparts on price and features, while eclipsing them on space.

As a result, the gap between Skoda and Dacia has widened significantly, adding urgency to a decision either way, according to some reports.

VW’s other budget brand, SEAT, was formerly a nationalised Spanish subsidiary of FIAT that Volkswagen began purchasing in 1982, owning 50% by 1986 and 100% ownership in 1990. VW tried to establish SEAT as a budget ‘sporty’ brand in Europe and some export markets in the 1990s, but with limited success. SEAT was sold in Australia from 1994 but pulled out in 1998. SEAT’s worldwide sales dropped in four consecutive years up to 2010, is still short of figures from the 1990s and the brand continues to lose money.

It is likely that a 'yes' vote by the group's board members would eventuate in the rehash of old technology such as the PQ24 and PQ34 platform and drivetrain components that date back from the latter 1990s in models such as the Polo and Golf 4 respectively, and are still used extensively on locally built Volkswagen models in South America and China.

The cost advantages of using long-amortised technology has already been demonstrated by Renault. The runaway success of the Dacia – employing underpinnings first seen in the 1998 Renault Clio II – not only saved money but also helped keep the French firm afloat during the global financial crisis.

Volkswagen still owns the rights to the 'DKW', 'Wanderer' and 'NSU' nameplates, any of which could possibly be reused for a new 'budget' division. 'Horch' was a luxury badge. The inexorable growth of developing markets over the past decade has already led VW to try – and fail – to forge a partnership with Suzuki and Malaysia's Proton.

It has been speculated that Volkswagen could leverage its quarter-century old partnership with China's massive FAW Group, though Chinese law prevents foreign companies from manufacturing self-sufficiently without a Chinese partnership. Volkswagen has two Chinese partnerships, VW-FAW and VW-Shanghai.

If a new sub brand gets the green light, it would take the company's nameplate count to lucky 13 – Audi, Bentley, Bugatti, Ducati, Lamborghini, MAN, Porsche, Scania, SEAT, Skoda, Volkswagen, Volkswagen Commercial Vehicles – and the new one.

US Beetle Classic.

The current Volkswagen Beetle already tries to be a fairly retro-looking ride by borrowing styling elements from the iconic air-cooled original. However, for the new, limited-edition Classic model for the US market, VW is hopping into the time machine to grab even more vintage cues. VW of America is even cutting the price, perhaps in hopes of turning



around flagging sales this year.

You don't need to wait long for any of these upgrades either because VWOA says that the Classic goes on sale this month for US\$20,195, excluding the \$820 destination charge. That's \$100 less than a bone-stock Beetle.

Starting as a standard Beetle with VW's 1.8-litre turbocharged four-cylinder with 127 kW and 240 Nm of torque, the Classic edition comes with a six-speed automatic and then adds some retro flair. It includes new vintage-look 17-inch wheels with simulated dog dish polished hubcaps over black spokes. It also comes with a rear spoiler. VW is offering the model in Pure White, Black Uni, and Reflex Silver.

The interior mixes in a few more classic touches but includes modern amenities like a standard navigation system, satellite radio and multifunction steering wheel. However, the seats are finished in a two-tone design combining light brown leatherette on the sides and checked cloth centres, plus lumbar support for the driver's side. The shift knob and handbrake also get wrapped in leather.

If you like the idea of a somewhat more retro Beetle but want to drop the top, have no fear. VW will add a convertible version of the Classic edition in early 2015 for \$25,995, before destination, with all of the same interior and exterior changes as the coupe.

The Beetle Classic will not be coming to Australia.





Jacobs Suchard, including Toblerone, in 1990.

Corgi introduced a 1/43-scale Toblerone vw van in the 1960s with the special feature known as the Trans O Lite head lamps.

Not many know of the feature and in fact many who own this model do not even know of the special feature.

Trans O Lite is the

ability to make the head lights flash when holding the model up to a light source and covering the Trans O Lite lenses on the roof with your finger.

The Toy Department.

Toblerone was created by Theodor Tobler (1876–1941) in Bern, Switzerland in 1908. Theodor Tobler together with Emil Baumann (Theodor Tobler's cousin and, amazingly, great-grandfather of Roger Federer), developed a unique milk chocolate including nougat, almonds and honey with a distinctive triangular shape. The image of a bear is hidden in the Matterhorn high mountain, symbolising the town of the chocolate's origin.

The triangular shape of the Matterhorn in the Swiss Alps is commonly believed to have given Theodor Tobler his inspiration for the shape of Toblerone. However, according to Theodor's sons, the triangular shape originates from a pyramid shape that dancers at the Folies Bergères created as the finale of a show that Theodor saw.



Some early advertisements for Tobler chocolate appeared in the international languages. Theodor Tobler applied for a patent for the Toblerone manufacturing process in Bern in 1909. The Toblerone brand was trademarked in 1909, at the Federal Institute for Intellectual Property in Bern.

The Tobler company was independent for many years. In 1970, it merged with Suchard, the makers of Milka, to become Interfood. The Tobler company merged with the Jacobs coffee company in 1982 to create Jacobs Suchard. Mondel-z (Kraft Foods at that time) acquired the majority of



This model also came with suspension and steering front wheels.

Expect to pay between \$45.00 to \$300 and above for this model depending on the condition and if it is still with its original box and in 'mint' condition.

Lately there can be found on line reproduction boxes that resemble the almost original box and these will cost between \$10 - \$15.

The only other model that I am aware of that had the Trans O Lite feature was the Corgi Comer van of the same era.

Tony Bezzina
kbezzina@bigpond.com

Old Bar Beach Festival.

Here's my report for the October Long Weekend Old Bar Beach Festival; It was perfect driving weather, a great opportunity to hop into the Kombi and just drive out of Sydney and enjoy the country scenery. I left home on Friday at 7.30am and after stopping for morning tea at Raymond Terrace, I arrived at Old Bar at 12.20pm. This year I took my electric bike with me and on that same afternoon, with the sunshine on my back, I rode the bike around town and then headed out to Saltlake National Park, a return trip of 29k.



On Saturday, it was show and shine for all types of classic cars, there were 2 Model T Fords, XU-1 Toranas, Mini Cooper S, Mercedes Benz, FJ Holdens and there was also a stretched 1974 Blue VW Beetle, obviously used for



hire. If you were not interested in cars, there was no shortage of entertainment :- Vocalist 'Lucy Bird' and musician 'Jake Davey' on the centre stage performing, the Jolly Pirates kept the kids happy. There was also a Spring/Summer fashion



parade in the afternoon and then around 4.30pm it was time for all Kombis to participate in the Kombi parade where they assembled at the airstrip and drove out to Taree district and returned back to Old Bar around 5.30pm. The fireworks spectacular commenced around 7.40pm and went on for about 15 minutes, everyone was there to see it.

On Sunday morning I went to the 7.30am Mass and at the end, the priest said: I've seen more than a hundred Kombis driving around town this weekend, but only one Kombi came to Mass this morning! I think it deserves my blessing...and he did.

The Kombi display on the football field was awesome. I ran into Tony Bezzina and also Gary Lees with his son Shean in their 1977 Microbus. This year, Dave McMahon told me they counted 222 Kombis, about 6 less than last year. I noticed many parked outside which didn't bother to register this year. I didn't hang around for the trophy presentation, I left at 12.10pm and arrived home at 4.40pm, no traffic problems and in good time to watch the Grand Final.

Joe Buttigieg

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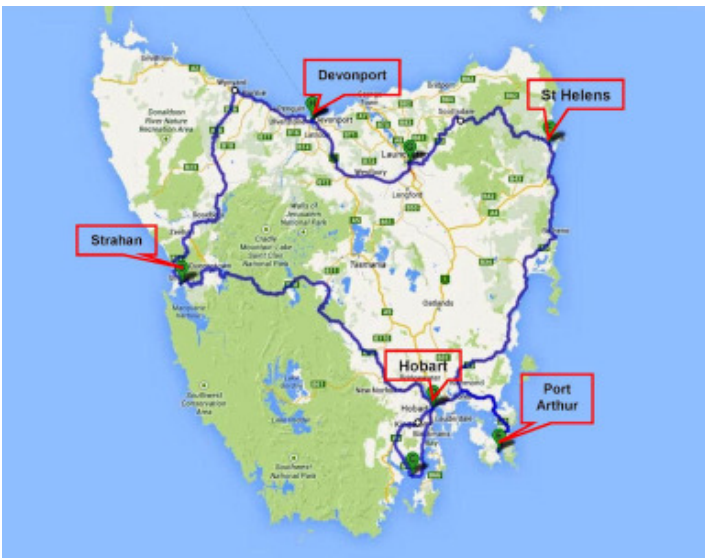
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Bug Off! Cancer trip to Tassie.

Day 1 - September 21, 2014

Bug Off Cancer! 2014 began this morning at about 4:40am in drizzle.

The drive started well until the VW 1200 Standard went spluttering past the Campbelltown exit southbound on my way to Camden to pick up Bob. I initially thought it was a fuel pump problem, as the problem persisted until the Narellan Road turnoff which was a sweeping left loop. After exiting the loop the problem appeared to disappear which then led me to believe it may have been water in the bottom of the fuel tank causing the engine to splutter. After picking Bob up from his place, we made our way back on the freeway and thought nothing more of the spluttering until it reappeared around Bargo and persisted until Goulburn where we made a pit-stop near the Big Merino.

After checking the fuel line from the tank was clear, our attention turned to the pump as there was no fuel inside the fuel filter. After running the engine, it became evident that the pump was not delivering the fuel to the carburettor. As I carry spare parts with me, I had a spare fuel pump, so we removed the old pump and installed the spare. This took all of about 15 minutes. Once fitted, the engine was run and fuel was now being delivered to the carburettor. We were on our way again with the next stop being South Gundagai for a refuel stop and morning tea. From Gundagai it was on to



Kalkallo, which is about 30 km north of Melbourne for another fuel stop and late lunch.

We reached our accommodation in Melbourne at about 4:45pm after travelling 459 miles, or 739 km in metric language.

We met up with a friend of mine and his wife, Reg and Rosa for dinner which capped off an overall good day with good food and even better company.

Day 2 - Monday 22 September 2014

Bob and I had breakfast at the Green Refectory Café in Brunswick. After breakfast, Bob and I made our way to Australian VW Performance Centre in Croydon South to buy a new 'spare' pump for the one that was used on Sunday. Whilst we were there, we were allowed to go in to the workshop and have a look at their operations. There, I met Sam who was doing the bodywork on a 1960s Karman Ghia. His work is of craftsman quality and his attention to detail is to that of the standard of the factory where they built the vehicles.



After we dragged ourselves away from VWP Centre, we met up with Mario, Harry and Peter at King Laksa Café in Flemington. The food was superb and the company was great. After lunch, it was off to the harbour port where Bob, Mario, Harry and myself spent the afternoon having milkshakes and coffee taking in the perfect Spring day Melbourne had to offer.

At 4:30pm, we began boarding the Spirit of Tasmania. Mario and I were one of the first to drive our vehicles on, which meant we drove down to the bottom of the ferry garage, meaning we would be one of the last ones off the next morning in Devonport.

After putting our belongings in our cabins, it was back down to the bar for pre-dinner drinks. The only thing on TV was the galah Brownlow medal awards. Yes, I did mean to say galah and not gala!

At 7:30pm the ferry began moving while we were having our dinner and mobile phone reception was lost by the time we passed the heads of Port Phillip Bay. After dinner, the evening was spent watching the teenage love story movie "The Fault in our Stars" in the cinema.

After the movie, it was time for bed and it was smooth sailing ahead for the rest of the night.

Day 3 - Tuesday 23 September 2014

The ferry docked in Devonport at about 6:00am and we disembarked after being one of the last ones off at about 7:30am. Once clear of Quarantine, we drove around the

corner to Dockside Café where we had an 'All You Can Eat' special for \$14.95. Once breakfast was done, we made our way to the little beach-front town of Penguin, west of Devonport, and arrived at about 8:45am. We were given a little history lesson about Penguin whilst we were there. A few kilometres further west is a town called Sulphur Creek. Sulphur Creek was meant to be named Penguin and Penguin was meant to be named Sulphur Creek, but due to some bureaucratic bungling, the towns were mixed up and the wrong towns were given the wrong names.



From Penguin, it was on to Table Top Cape, and arrived there at about 10:00am. The views from the top were breathtakingly magnificent. We met some lovely people at Table Top who recommended a neat little café back down in Wynyard. After taking in the sights at the lookout and Lighthouse, we made our way down to Bruce's Café. Along the way were a couple of cyclists hogging the road. I was going to give them a Sydney 'get off the road honk' but thought better of it. Lucky I did, because soon after we pulled up to Bruce's Café at about 11:25, those very cyclists pulled in to the café and sat down next to the other cyclists we were talking to. It's a small world. Especially in Tasmania.

After yarning with the cyclists and having some of the best coffee around, we made our way to Tullah via winding and hilly forest roads for lunch. We arrived at about 2:00pm and went to the local tavern, which was closed and wouldn't be open until 4:00pm. We made our way along the road for about 1km where we made the second 'discovery' of the day. Tullah Lakeside Lodge Café. The tavern being closed was a blessing in disguise. The Lodge café was fantastic with it overlooking the lake and mountains. The food was great and an hour or so well spent.

After lunch, it was off to Strahan, or as pronounced by the locals, Strawn. One is quickly corrected if pronounced otherwise. We arrived at Strawn at about 4:45pm. Once checked in, we were told about a play taking place at the Strawn Amphitheatre. So Bob, Mario, Harry and myself made our way down to the amphitheatre for the 5:30pm show. We were given a 50% discount because of the fundraising drive we were doing. The name of the play was 'The Ship That Never Was.' This is apparently the longest continuous running play, spanning a life of 21 years. Because of the generosity of the box office lady/actress in the play, I gave her a couple of Bug Off Cancer T-shirts. The play ran for about 1hr 20 mins and was very enjoyable. To my surprise at the end of the play, the box office lady/actress mentioned our drive and that our Bugs were outside and if people could

donate to the cause. There was a lot of chatter amongst the audience as they said they had seen the Bugs and a total of \$90 was raised because of the help of the box office lady/actress.

You can view the website of the play at www.roundearth.com.au I owe a BIG THANKS to the box office lady/actress for her helping Bug Off Cancer!

After the play it was off to dinner on the other side of the lake at the Strawn Tavern where a good sized meal is served and filled an otherwise empty spot.

Day 4 - Wednesday 24 September 2014

Today started out very overcast and began raining in "Strawn". We had breakfast in the local café and it must have been a bit much for the young waitress to have four boisterous guys early in the morning ordering breakfast as she was unable to hide how stunned she was at serving us. After a while young Stephanie would just roll her eyes and sigh whenever we said anything. This is a sign we were now accepted and able to be tolerated. After breakfast young Stephanie waved us goodbye and gave us a big smile as we left the café.

It was now 10:30 and time to get ready for the 300 km drive to Hobart. After driving 40 km on winding, wet mountainous roads, it was time for a coffee stop in Queenstown. The town seemed very quiet, not much activity. When I asked one of the local shopkeepers if this was a normal day, sadly the reply was yes. This was due to a copper mine recently being shut down due to three deaths in six weeks last year. Only one pub is open from three in the town.



During our coffee break, a nice young VW enthusiast lady by the name of Loretta came and asked about the Bugs parked outside, as she owns a 1973 Bug and one of those new fandangled front-engine water-cooled Bugs. Even her wedding cars were Bugs. She sat down with us having her lunch whilst we drank our coffee as we exchanged VW stories. Loretta asked if we went to the play last night in "Strawn" and we replied yes. She said she knows the box office lady/actress and that her name is Kyra. I'm so glad that I now know the name of the box office lady/actress that helped us fundraising last night. THANK YOU AGAIN KYRA!

After departing Loretta and Queenstown it was back on the road for another 86 km of winding, mountainous and wet roads to Derwent Bridge for lunch. The Derwent Bridge Hotel was closed for lunch, so we moved on to the Hungry Wombat Café about 200 m down the road. As it was getting late and still raining, it was time to make the final 174 km on

wet and winding roads to Hobart. All went well till about the last kilometre before our hotel, then tragedy struck. A TRAFFIC JAM in Hobart!!! Who'd have thought? That last kilometre took about half an hour!! Half an hour for one kilometre in Hobart!!! That's a first!!! Once checked in to our hotel it was down to Salamanca Square for some nice Italian dinner and unwind for the day.

Day 5 - Thursday 25 September

It was an early start today with a radio interview at the ABC studio in Hobart at 7:20am on radio 936. Even the radio announcer corrected me ON AIR about saying Strahan instead of Strawn!!! Now I know how to make conversation with the locals. Say Strahan!!! It was a good way to get the message out about our current drive and past drives and what we're doing. After that, it was down to Salamanca for a hearty breakfast. After that it was hanging around Constitution Dock and taking in the sights before boarding our scenic flight above Hobart and surrounds in a De Havilland Canada Beaver. The flight was worth every penny. Our pilot was Jethro, and we were in safe hands as he flew the DHC Beaver, otherwise known as the VW of the skies.



Then it was time for lunch at Mures on the dock before WIN News Tasmania reported the story of Bug Off Cancer! Reporter Georgia and cameraman Sam did a great job and thanks to them for doing the story. Prior to filming the story, the local parking officer was menacing us saying we couldn't park where we were and that we had to move on. We explained what we were doing, and after some consideration, the officer said he will do an extended patrol, and that we should be gone by the time he gets back otherwise he would book the Bugs and news van. We obliged and quickly did the interview and vacated the area.

For those who receive their magazine electronically, here is a link to the news story:

<http://www.youtube.com/watch?v=SWbUoLe5v4g>

After the news story and brush with the parking officer, it was off for a relaxing drive to Richmond where I refuelled at a REAL service station. Yes a real service station and not a convenience store. This service station had tyre racks, fan belts on the wall, spare parts, cars in the garage being serviced and friendly people working there. After refuelling, it was off to the local lolly shop for some long forgotten Clinkers, Bullets and a Choc Malt Milkshake.

As it was getting late, it was time to make our way back to Hobart and have dinner, which was fantastic Thai in North Hobart.

Day 6 - Friday 26 September

Today was a bit of a later start and more of a day of leisure. Our travels took us to Port Arthur. If you think you're having a bad day, a visit here puts things into perspective about the tough times the convicts had, and it was basically a life sentence in Australia, even if they served their time in gaol, because more often than not, the ex-prisoners could not afford the 32 pound fare back to Britain.

After Port Arthur, there was a quick stop in the Federation Chocolate factory where the obligatory quantity of dark chocolate is to be bought whence one stops there. Then it was on to the Dunalley Hotel for a well-earned lunch. This pub was the Emergency Service nerve centre during the horrific bushfires of January 2013 which destroyed the township of Dunalley and the surrounding areas. There is a photographic memorial to remind people that visit there how destructive the fires were.

After having a great lunch in Dunalley and with a few hours left in the day, it was off to the capital of the Derwent Valley and "Tasmania's best kept secret" New Norfolk. It's always a beautiful drive along the Derwent River to the rural-like town just 30 minutes from Hobart.

Day 7 - Saturday 27 September

This morning began with a good breakfast in Salamanca before hitting the markets and being part of the hustle and bustle. At 9:00am it was time to depart the markets and Hobart and make our 256 km journey to St Helens along the coast.



First stop was for a photo opportunity at Orford, about one and a half hours north of Hobart. From Orford it was a fuel stop in Swansea and a coffee break. The views seen whilst having a coffee are second to none!

After fuelling and coffeing, it was onward and Northward to St Helens, but we diverted to Freycinet National Park. Unfortunately, time wasn't on our side to go too far into the park to really appreciate the rugged beauty of this part of the world, but we still had a distance to go to make St Helens in reasonable time.

After Freycinet NP it was off to Bicheno for a mid-

afternoon lunch. This is another name I was quickly corrected when mispronounced. It's pronounced Bisheno, but when I pronounced it Bicheeno (double e) the correction was almost as fierce as that of Strahan. Now I had two conversation starters!

After lunch it was on to St Helens where we checked in and watched the last half of the AFL Grand Final. Bad luck Sydney. Good game Hawthorn. Also, watched the NRL Preliminary Final Penrith v Canterbury. It will be a Canterbury v Souths Grand Final next weekend. Hmmmm. My Manly Sea Eagles aren't there. Who to choose?? Souffs or Canterbury??? I'll think about that one. (go the Bunnies! - Ed.)

Today's trip was 201 miles (323 km) over about 5 hours and 40 minutes.

Day 8 - Sunday 28 September

Today began overcast and remained that way for the whole trip to Launceston. After breakfast at Banjo's bakery and refuelling the car it was off on the second last day in Tasmania which began with the wheels turning at about 8:00am.



The roads were undulating and windy, but they took you through fantastic scenery in the North East of Tasmania. Our first stop was Scottsdale at about 9:25am where we got the BIG Thumbs Up. This must be where Facebook got their icon from.

From Scottsdale, it was time to find a scenic place for some morning tea. It was back on the undulating and windy roads that took us to Bridport on the Strait of Bass, arriving there just after 10:00am. The Earl Grey pot of tea and lemon slice were almost as good as the scenery.

After our pit-stop, it was time to make tracks, and we stopped at two fantastic vineyards, Piper's Brook and Jansz.



Don't worry, I didn't do any wine tasting, as I'm not a fan of wine, but being able to drive in and around the winery was intoxicating enough due to the scenery.

After departing the wineries, it was on to George Town for lunch. This is a sleepy little town on the water's edge, and the perfect place to have fish'n'chips by the water. Whilst in George Town ordering lunch, an elderly gentleman was admiring the Beetles parked outside the Fish'n'chip shop and asked about the drive and what cause we were raising funds for. When I told him it was for cancer research, he reached into his pocket and donated \$50.00 and said this is to help beat that disease. I am always pleasantly surprised on every trip with the generosity of people in small country towns. Thank you Mr Nielsen and you do a fabulous job promoting George Town.



After lunch, it was time to make our way to Launceston if we were to make the 3:00pm tour of Boag's Brewery. This is a fantastic tour of not just a brewery, but a piece of Launceston local history, Tasmanian state history and Australian history.

Today's drive was 155 miles or 249 km, but every mile was exhilarating and well worth the effort.

As I write today's update, the total raised so far has been \$6,320.00 This doesn't include the \$50.00 generously donated by the kind gentleman in George Town.

Day 9 - Monday 29 September

After a wet and wild last night in Launceston, we awoke to an absolutely gorgeous sunrise, and one I couldn't miss to photograph.

After an early breakfast, it was off to Beauty Point to inspect a set of aircraft floats for a mate back in "Australia" as I was nearby. It wasn't a planned stop, but I'm glad I did the 45 minute drive to inspect them, because the drive was gorgeous at that time of morning driving on the West Tamar Highway along the Tamar River.

On the way, I stopped off at the site of the mine disaster in 2006 at Beaconsfield. A stark reminder of the dangers of mining, but also the unity of Australians to help when people are in danger and a plaque outside the mine is laid in memory of those that survived, perished and helped with the rescue.

After the little "work related" jaunt to Beauty Point, it was time for a morning tea break, and we were lucky to come

across the Exeter Bakery. Fantastic pies and coffee. After our morning tea, it was back to Launceston to get ready for our departure tonight. We spent some time in the Cataract Gorge. It's hard to believe that nature of this magnitude can be part of any city, but it certainly is part of Launceston.

After Launceston, it was a slow meander via rural areas of Deloraine and Mole Creek to Devonport before we boarded the ferry tonight at 7:30pm. The things you see in country areas. A Big Coffee Pot and a Big Tassie Devil. Whilst meandering on the great country roads, I couldn't help but notice chickens on the side of the road, but I did not stop to ask why they were about to cross the road. On the way back from the Big Tassie Devil, I did notice one of the chickens had made it to the other side of the road, but again, I did not stop to ask why the chicken did cross the road. I'm just glad that it made it to the other side safely.



After seeing Big Tassie Devils, Coffee Pots and chickens crossing the road, it was most definitely time to head to Devonport to get ready to board our Australia-bound, I mean mainland-bound Ferry. As we arrived in Devonport with time to spare, it was time for a coffee and freshly made lemon slice from the local cafe. That definitely hit the spot with time to reflect on the past few days around Tasmania.

Boarding this time seemed less of an effort than last time and we were certainly not the first to board our Australia-bound ferry. We departed on time at 7:30pm and made our way from Devonport. Tonight's journey seemed a bit rougher than the trip a week earlier, and about three hours



into the Strait of Bass crossing, we were covered in a blanket of darkness and shuddering, and what appeared to feel and sound like the engines cutting out. After about two minutes of oohing and aahing from the darkened lounge/bar area and someone singing the Titanic theme song, the lights flickered on, the engines roared back to life and the oohing and aahing gave way to sighs of relief.

Mario, Harry, Bob and myself stayed up till about 1:00am playing cards in the lounge area, during which time a security officer attended our table to enquire about the heightened discussions taking place. These discussions were misinterpreted as differences of opinions. It was just two and a half Greeks and a Leb having a game of cards. All discussions are loud.

After the cards, it was time to retire for the evening and swaying our way back to our rooms due to the rollercoaster ride taking place on the waves outside. I have not been rocked to sleep like that in a long time.

Day 10 - Tuesday 30 September

I was woken by my alarm at 5:00am after being rocked to sleep and preparing for a 6:00am docking in Melbourne. Again, we were greeted by a fantastic sunrise. We drove off the ferry at about 7:00am and that is where Mario and Harry parted ways with Bob and I as they made their way back to Sydney. Bob and I will stay in Melbourne overnight, and depart tomorrow where we hope to meet up with some VW Club members in Goulburn.



It was a fantastic trip with Mario and Harry, and I thank them for their time and effort in helping out with this year's Bug Off Cancer! drive.

After we parted ways, it was time for breakfast in Brunswick, but not a lot was open at 7:30am, so Bob and I had to settle for a McDonald's breakfast where we met "Sir Tom, the Lord Mayor of Brunswick". He's a local who is employed unconditionally by the government and frequents McDonald's, TAB and Salvation Army food outlets. He was a character and certainly kept Bob and I entertained for about half an hour.

After our encounter with the Brunswick local, Bob and I decided to try our chance at an early check-in as it was only about 9:00am. We went to our hotel, and the manager very kindly upgraded our room at no extra cost, as our booked room was not ready. Thank you Best Western Princes Park.

Once checked-in, it was time to relax before meeting up with Reg and Rosa again for the afternoon. It was a great afternoon of barbecuing and talking blokey stuff in Reg's man cave. At about 8:00pm, Bob and I thanked our lovely hosts and bid them farewell as we prepared for our big drive early tomorrow morning.

Day 11 – Wednesday 1 October

Waking to my alarm at 4:00am, it was time to get ready for the last leg of the last Bug Off Cancer! drive. Bob and I were on the road at 4:25am and refuelled at Somerton about 15 km out of Melbourne. Once refuelled, it was on to Glenrowan for breakfast at about 7:30am.

After breakfast, it was on to Gundagai for another refuel stop and pit-stop. Not a bad run of 301 miles (485 km) on 35 litres of fuel. 7.22 L/100 km - I was very impressed. Just as we were about to leave Gundagai, Bob came across a VW Golf 7 owner who was in a spot of bother with his cooling system. It was losing a lot of water, which was noticeable under the front of the car and running towards the rear of the car. The Golf owner was advised by someone else that there is a mechanic in Gundagai who could help with his problem, so we topped up his water reservoir so that he could drive the couple of kilometres from the service stop to have his vehicle repaired. I quietly referred the Golf owner to my Beetle and said it NEVER has that problem. The gentleman was thankful for our assistance and went on his way as we did ours. We continued on to Goulburn to meet up with Martin Fox for lunch at about 12:40pm. After lunch we took a quick photo of the Bugs in front of the Big Merino.

From Goulburn, Martin escorted us back to Camden so I could drop Bob off at home to his lovely wife Heather. We were greeted with afternoon tea and sweets. As it was getting late in the afternoon, it was time for Martin and I to leave Bob and Heather, and make our own way home where for three consecutive years, Martin has escorted me home on the final leg from my Bug Off Cancer! drives.

This year's trip was 2,367 miles (3,811 km) and used about 285 litres of fuel. 7.5 L/100 km for the whole trip. A big thanks goes out to Bob Hickman, Mario Nearchou and Harry Moustakas for accompanying me on this final trip to make it a memorable one.

As of the last Club VeeDub meeting on 16 October, we had a target of \$10,000 to raise this year for Bug Off Cancer! At 8:00pm that night, the total stood at \$7,950. During the meeting, I was presented a cheque for \$1,000 by Club VeeDub which was double previous years donations and was doubly appreciated for their generosity and another club member also donated \$100 during the meeting. After getting home from the meeting at 10:30pm, a donation of \$5,000 by Bug Off's principal

sponsor, Access Group Solutions, took the total to \$14,050.

On Wednesday 22 October, AMP Services honoured their pledge of \$1,000 to Bug Off Cancer and Australian Cancer Research Foundation. A grand total of \$15,050 has been raised this year, bringing the total raised over the last five years to around \$55,000, with the Bug's 40 horses covering a grand total of 17,523 miles or 28,036 km around this great country of ours.

Either way, not only was the target met, but exceeded by 50% which is fantastic in any language!

A lot of people made this happen and a BIG THANKS goes out to each and every one of those people and companies, not only for this year, but for the 5 years this drive has been going to raise funds for Australian Cancer Research Foundation.

Bug Off Cancer! A BIG drive for a GOOD cause against a BAD disease.

Also, I'd like to thank the two major corporate sponsors, Access Group Solutions for their continued support over the last five years and Navigate Financial Group for their fantastic help in raising funds this year and for Harry, their CEO for coming on the trip and being the photographer and part-time comedian. Thanks also goes to Club VeeDub Sydney for supporting the drive from the beginning, even before I became a member.

Thanks also goes to past corporate sponsors including QANTAS Engineering, ALAEA.

I mustn't forget to thank all the individual sponsors that included friends, relatives, work colleagues and total strangers that donated whilst on the road. Without all the above mentioned help, Bug Off Cancer! would not have gone as far as it has in helping raise funds cancer research.

Last but not by any means least, Bug Off Cancer! would not have been possible without The Bug whose 40 horses and 6 volt power system has taken me to more places in Australia than any other form of transport and ever so reliably.

Norm Elias





Warwick VW Drags.

For the past 9 years, the 4 of us devoted Drag Racers have been campaigning the Vintage Vee Dub Supplies Drag car at Warwick Weekender in Queensland. Over these years we have always had a great time away, enjoying the racing and the people at the track, together with some success and few failures thrown in as well. Success has finally shone through with a win at this year's event, taking out the top 12 fastest shootout. This year the top shoot out was increased to 12 cars, usually 8 cars, with no exclusions on body or engine configuration.

Our journey north to Warwick always starts Thursday evening, getting away about 6pm or so, driving through the night up the New England Highway, swapping drivers every 2 hours or so and pulling over for a rest when needed. A mandatory stop is always the Bakery at Deepwater around 3 or 4am with a fresh baked pie and a few cakes to go. It's a good 12 hour drive arriving at the Warwick Dragway around 6am to set up our campsite for the weekend. Other competitors slowly arrive through the day, and our old mate Louie Guevara always arrives with the Paella pan and fresh seafood for the Friday's night dinner, followed by a few cold beers. Each year the Paellas get better and better, and of course Louie has his own TOP secret recipe.



Saturday morning we head into town and our favourite café for breakfast and coffee. Practice for the weekend gets



under way around 1.00pm through to 5.00pm. This year we managed 6 faultless runs with a PB of 6.7 sec @ 107 mph (172.3 km/h). In between racing, Leigh our tuner would check all the data from the run and do some minor adjustments to get the best performance from the car. After racing on the Saturday our Spanish Cook created a 3 course meal complete with matching wines, and a great desert.



Sunday morning racing got underway, with a single testing pass down the 1/8 mile track. This was only to verify the data we had from the qualifying racing on the Saturday. Wayne, the driver or pilot was primed, and with a PB already laid down we had nothing to lose. In the racing, you have to nominate a time that you will not go fastest than. If you go



fastest than this nominated time you would break out and loose to the other competitor. There were 4 qualifying runs on the Sunday morning, 5 of the 12 cars had 3 wins, so then the finalist are awarded to the car that wins with closed to a there dial in time, which happened in our case.

In the top Shootout final we ran against Dave Butler from Queensland. He had a head start on Wayne so it was great race with Wayne running him down to take the win. Well worth the trips to the track. We managed to pack up the camp site tents and gear in between racing and only had to DRIVE the car back onto the trailer prior to the presentation. We all had large grins on our faces as Wayne accepted the winner's trophy.



We headed out after the presentation, down the road the annual overnight stop at the Royal Hotel Tenterfield. It's not a fancy pub, but has nice clean rooms and showers,



together with cold beer and the BIGGEST T-bone steaks this side of the border.

Of course it was a double winning Sunday with the Drag Racing and the mighty South Sydney Bunnies taking out the Footy grand final.

Monday morning is an early start around 5.30 am to get down the road to Rosie's Dinner just 30 kls north of Armidale for a nice cooked breakfast, that latest the day, several fuel stops and a bit of lunch at Singleton, finally home about 3.00pm

The Team:- Boris Orazem, Wayne Fenech, Leigh Harris, David Birchall, Paul Fenech

Cook:- Louie Guevara

David Birchall

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discontinued in 2011 due to emissions requirements.

The new Passat represent a sizeable step change for Volkswagen. The vast majority of components are new and not shared with the outgoing B7, in much the same way as the Golf 7 differs from the Golf 6.

All told, ten new engines are offered globally, all of them Euro 6, direct-injected and turbocharged. The petrol-electric GTE plug-in will bump this number again when it arrives in 2015, albeit not in Australia. Naturally, the dregs of the range, including the 88

Passat 8 local details.

When the 2015 Volkswagen Passat launches locally in about 12 months, it will be available in 132TSI guise with a 1.8-litre turbo petrol engine with 132 kW/250 Nm, and a 135TDI turbo-diesel expected to offer 140 kW/400 Nm from the same displacement.

Naturally with the launch so far away, pricing and full local details remain a little murky, though VW appears set on keeping the number of variants in its top passenger car range as simple as possible, in line with its broader brand strategy to trim the fat from its range.

Potentially there will be also be a range-topping 176 kW/500 Nm (the latter from 1750 rpm) 176 TDI 4Motion twin-turbo diesel with adjustable dampers that goes from 0-100 km/h in 6.3 seconds. This is a little slower than the 5.6 sec for the 220 kW petrol V6 Passat R36 that was sold here from 2008-11, which remains the fastest Passat ever sold in Australia and second only to the current Golf R for the fastest VW ever. But the coming 176TDI uses only 5.3 litres per 100 kilometres, compared with 10.7 L/100 km for the old R36.

However, a 206 kW/380 Nm 4Motion and DSG-only version with a Golf R powertrain will launch in Europe in the first half of 2015, as will a 162 kW version with a unit familiar from the Skoda Octavia RS. These will come closer to matching and/or surpassing the hot rod R36.

Volkswagen Australia with neither confirm nor deny these cars' futures locally, but given the success of the hot Golf R in Australia, one would think one or both hot Passats being a strong consideration at the least. Tell your dealer if you're keen for a modern twist on the R36 V6 which was

88 kW diesel and 92 kW petrol base models, have been overlooked for Australia. Likewise manual transmissions; expect our cars to be DSG automatic-only.

Our models will be seven- and six-speed DSGs respectively. Power will be sent to the front wheels on entry models and four wheels on the mooted 176TDI and top-spec 206 kW/380 Nm petrol versions.

Once again, expect to see range entry pricing kick off around \$39,000 for the sedan (132 TSI) and a few thousand more for the wagon and/or diesel. Volkswagen may even cut this entry figure, although much of this depends on the strength of the AUD with the Euro as next year winds on.

Locally at present, the Volkswagen Passat starts from \$38,990 plus on-road costs for the entry grade 118TSI while the range-topping V6 FSI Highline sells from \$59,240.



The new Volkswagen Passat is currently being launching in Europe, and while it won't ever be the biggest seller in VW's Australian range, it remains a vital cog nevertheless.

The Passat is one of the most successful automotive models of all time, having sold more than 20 million since 1973. Passats (of multiple generations) are enormously popular in China and sold under a multitude of names. 1.1 million Passats, including CC and Alltrack derivatives, were delivered around the world in 2013 alone. The Passat will pass the Beetle's 21.7 million sales total next year to become VW's second-most successful model of all time, after the Golf.

Needless to say then, the new eighth-generation B8 2015 Passat is a vital car for Volkswagen. The latest car to be spun off its flexible modular MQB architecture after the Golf,





Audi A3 and Skoda Octavia, it is the definition of 'new from the ground up', evolutionary styling notwithstanding.

Globally, Volkswagen certainly isn't cutting any corners with the B8, which it now builds in two German factories - Emden (where Australia's come from) and Mosul. It will soon replace the B7 in other VW plants such as Kaluga in Russia; Changchun in China and CKD assembly in Ukraine, India and Malaysia. VW says the Passat introduces more group technology than any other car in its long history.



It also blurs the lines between premium and mainstream more than any other of the seven generations to come before it. It's also a much more advanced design than the basic, cheaper 'mid-size sedan' US Passat built in Tennessee and China, and sold in South America and the middle East.

The new Euro B8 model, evolutionary in its styling, weighs up to 85 kg less than the old car despite greater body rigidity, with savings coming from everything from the chassis, electricals, panels and most of all the engines. The engine range is also up to 20 per cent more efficient than before.

It's also a tiny bit smaller than before, at 4767 mm long (down 2mm) and 1456 mm high (down 14 mm), though it's 12mm wider at 1456 mm.

But because that MQB-derived wheelbase in 79 mm longer, it gets both greater cabin room and smaller overhangs for the promise of greater dynamism. The boot is also bigger, up 40 L on the Estate for instance, which climbs to 650 L/1780 L, or 21 L to 586 L on the sedan.

The new cabin is also fitted with premium

touches such as ambient lighting and vents running horizontally across the length of the dash. Replacing the regular trip computer is an Audi-esque 1440 x 540 pixel, 12.3-inch Active Info Display that encompasses the digital dials and can display the car's functions, multimedia and sat-nav under the driver's eyes. A head-up display is also on the way.



Meanwhile, the 16.5 or 20-cm central touchscreens offer swiping and split-screen functions, a phone antenna booster, Wi-Fi hotspot, Mirror-linking with smartphones (only Samsung at present, and not for Australia until more phone brands are covered) and space for a sim card.

Standard equipment in Australia is not confirmed. However, the Comfortline mid-spec model in Europe, likely our base car in Australia, will get keyless-go, 12-way adjustable seats, leather-trimmed multifunction steering wheel, rain-sensing wipers, auto parking assist, satellite-navigation (likely) and low-speed autonomous braking with pedestrian recognition.

Highline versions will get chrome touches, LED headlights and tail-lights, electric and heated leather seats and a 360-degree above view camera. Safety technology such as Trailer Assist, Traffic Jam Assist (an ability to face stop-start traffic autonomously by braking under 60km/h) and autonomous rear cross-traffic alert will also be offered.

Under the body sits all-round independent suspension (MacPherson front and four-link rear), a new progressive electromechanical steering system that reduces the lock-to-lock figure to 2.1 turns and a new XDS diff lock that brakes the inside rear wheel to negate understeer.





of a street-legal two-seater Vee. And so was born the Geneer Outlaw, production of which was destined to actually surpass the Vee that spawned it. The last Outlaw kit came off the line in the late '60s. It was number 37 of its kind.

The surprising thing about the Geneer Outlaw is not that it proved so popular, but rather that other makers have been slow to share the concept. The basic design is so logical and relatively simple that it seems an obvious 'natural' for aspiring cheap-sports-car makers.

The Formula Vee concept revolves around basic mechanical parts from the Volkswagen Beetle, mainly the engine (which must remain virtually stock standard

The Geneer Outlaw.

It was the mid-'60s and the Formula Vee racing class had arrived from the USA and was spreading strongly throughout Australia. Even in those relatively early days Formula Vee was well on its way to becoming by far the most numerically popular racing class ever. And almost overnight there was a rash of constructors building Formula Vee cars, from established firms including Elfin and Rennmax, to numerous backyard specials.

Among the enthusiasts who were right in the thick of the Vee movement was Melbourne's Barry Coutts. Bitten by the bug, he first made a car for himself, then another for a buyer, and another, and so on until he was a bona fide Vee constructor. The Geneer Vee, as Coutts named his car, steadily built an impressive string of racing successes. So popular did the Geneer Vee become that by the time the production run ended the tally stood at 20 of the Mark I model and 15 of the Mark IIs, made over a period of several years.

It was during that time that Coutts had an idea - why not adapt the basic Vee design to a road-going sports car? Sort

apart from detail attention to the fitment and condition of its parts), plus the transaxle, front suspension, rear axles, brakes and steering. Special rear springing systems are used, and the front springing is modified to suit the car's light weight, but the essence of the Vee class is to use VW parts. They're tied together by a space frame and clad in a single-seater, fibreglass body.



Where a Vee differs fundamentally from the Beetle (and the vast majority of VW-powered fibreglass sports specials), is that the engine and transaxle follow modern racing-car practice. Instead of the engine hanging out the back (Beetle style), it sits between the cockpit and the transaxle. Because the transaxle now faces forward its crown wheel must be turned over to drive from the opposite side of the pinion. Otherwise you'd get one forward speed and four reverses.

It was that self-same Formula Vee inboard-engine layout that Barry Coutts chose for the Outlaw. For a chassis it used what was essentially a widened Vee space frame, built of relatively small diameter tubes. And the whole thing was clad in a simply styled yet functionally attractive 'glass body.

Accessibility wasn't one of the Outlaw's main attractions. Cockpit entry and exit were a bit awkward for non-enthusiasts because of the high sills. And if you wanted to remove the battery from beneath the unlidded nose, you



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a stock VW engine aboard. Coutts' own Outlaw had a 1720 cc Porsche engine and would do the 'quarter' in 15.2 seconds when running in its racing form. That meant it had a low, racing-style windscreen and no unnecessary frills, but was still registered and street-worthy. Incidentally, the production was



first had to remove a front wheel and manoeuvre the battery out from there!

Small quirks like those aside, there was no doubting the Outlaw's appeal to those who wanted fairly impressive standards of performance and handling in return for relatively little outlay and some time spent putting the kit together.

Thanks to its light weight the Outlaw was able to cover the standing quarter-mile in the 18-second bracket, even with



sufficient to make the Outlaw eligible for Marque Sports Car races.

Buyers who weren't interested in real or cafe racing could opt for a full windscreen, with proper frame and wipers. And if a soft-top wasn't the choice, Coutts could supply a 'glass hardtop. Add side screens with sliding windows and you had a sports coupe that was not only eye-catching but a good performer and weatherproof to boot.

At least one Geneer Outlaw survives today, in perfect restored club show/race condition. It is the orange car in these photos, taken at an historic Porsche 356 Registry display day in Melbourne in the 1990s.

This one has 356 running gear, and has since been repainted silver.

It was raced for some time until the early 2000s when the local Historic Commission "outlawed" its entry into historic events; they considered it 'over-developed.' The car was VERY competitive in the broad class of Historic Sports Racing, weighing more than 200 kg less than a Porsche Speedster.

Mike McCarthy



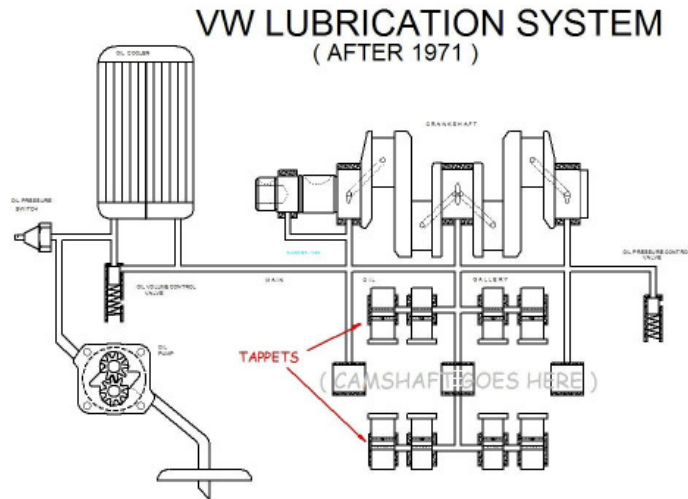
Oil system mods.

HVX MODS

The air-cooled Volkswagen engine doesn't have a very good lubrication system. Which isn't surprising, seeing as the basic design dates back to Xavier Reimspiess' original 1931 'boxer' engine. Its inadequacies became evident in the late 1950s when me and a few other fools started hot-rodding the things.

The Ford Motor Company had recently published a study of the effects of oil filtration systems on engine wear and the results were so impressive that by the time you could say 'Jack Robinson' we'd retro-fitted our bugs with oil filters. But the main problem wasn't dirty oil but not enough oil, especially at high rpm. The inadequate amount of lubrication reaching the heads resulted in excessive friction, leading to high temps and failed valve-train components, which put you out of the race.

Auditing the engine's lubrication system we found that all of the oil for both heads came through a single 5mm drilling. In theory, a hole that size should have provided more than enough oil. And it did, but only for the left-hand head. And then only at low rpm. Which was fine for a stock 1200cc 36-bhp engine, but we'd already bored and stroked that puppy to nearly 1700cc and were running them at over 5000 rpm. But not for very long.



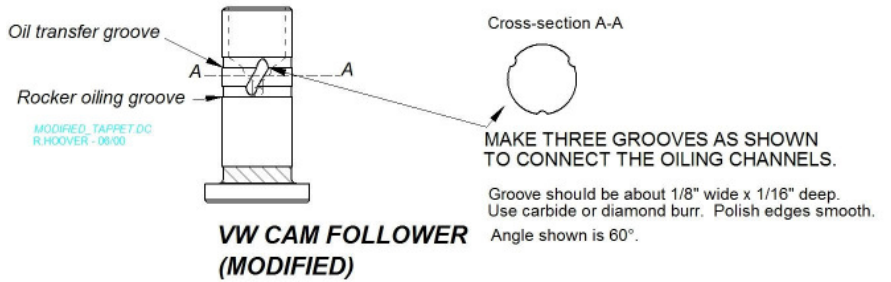
Volkswagen was aware of the valve-train lubrication problems and added a drilled oil channel to the rocker arms and a larger main oil gallery on later engines but the basic problem was that not enough oil was reaching the heads, especially the one on the right-hand side of the engine.

(NOTE: VW orientation is always relative to the driver. The right-hand head is the 1 & 2 cylinder bank, left-hand is the 4 & 3 bank.)

To get oil to the right-hand head, VW cuts a square groove in the bearing saddle for the #2 cam bearing. All of the oil to the right-hand side of the engine gets there through that channel. (And still does, if you haven't modified the crankcase.)

To make matters worse, the oil to the heads gets there via the cam-followers... but only when that particular valve is actuated. In effect, the VW cam-followers act as a valve, shutting off the oil to the heads for approximately 92% of the time.

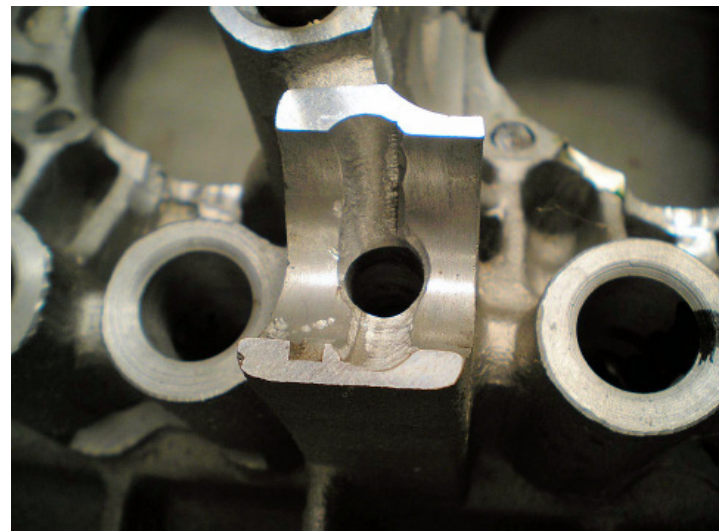
To get an engine that could run flat-out for 24 hours we



had to get more oil to the heads. To do that we tried opening up the oil channel in the cam-bearing web. That worked but we still weren't getting enough juice. So we modified the cam-followers to allow oil to reach the heads 100% of the time instead of only when the valve was actuated. Major improvement, but we were still seeing galling on the right-hand rocker-arm shaft, plus an occasional hair-pin fracture. What we needed was still more oil... especially to the right-hand side of the engine.

To do that, on the right-hand case half we extended the oil gallery for the cam-followers to intersect with a new oil channel we drilled into the #3 cam bearing web. Big, BIG change. And lower head-temps, too.

With that as a clue, we radially grooved the rocker-arm shafts, 1.5 mm wide and 0.75 mm deep, to match the oil channels drilled into the rockers. Fitted with the Ford/Subie



type swivel-foot adjusters, which have a matching oil channel, we could now provide the heads with approximately eight times as much oil as before. Heads ran much cooler... which meant the oil coming from the heads was hotter, so we had to come up with a better oil-cooling scheme. Which we did, moving the oil cooler outside of the fan shroud.

All of which is pretty old news to anyone hanging out at the finish line. But a total blank to just about everyone else. The magazines were only interested in the mods when there was something to sell, such as an oil filter bracket or an oil cooler core. All of the fiddly bits that made the system work, such as drilling the new oil channels or grooving the rocker shafts, were seen as just more of those 'unimportant' details professional engine-builders are always messing with. (Most magazine 'technical' articles are nothing more than infomercials, intended to sell whatever product is being touted.)

A key point here is that a high-output engine needs all of the modifications described above: 100% filtered oil, increased oil volume to the right-hand side of the crankcase, 100% oil flow through the lifters, grooved rockers & rocker-arm shafts, and the Ford/Subie-type swivel-foot adjusters, which act as spray-bars. Some guys would modify the rockers and say they didn't see any improvement. Others would modify the lifters and say the same. But not one in a thousand incorporated all of the modifications. And still don't. But it's interesting to note that Volkswagen included all of the modifications to the Type IV engine. In fact, you can find them in every modern-day engine. Which is just another of those 'unimportant' details.

Bob Hoover

Crank basics.

When you build an engine from scratch you must round up all the ancillary parts. This situation certainly applies to your crankshaft, in that it requires a number of additional parts to make it usable. Nowadays, retailers offer some shrink-wrapped kits but the odds are you'll run into the same problems as with case-kits or hardware-kits – they may not be as convenient as they first appear.

A typical crankshaft kit contains a pair of Woodruff keys, the cam drive gear, spacer, distributor scroll gear, distributor pinion gear, two end-play shims, the oil slinger

and a snap-ring. Typical price (April 2007) is about \$50. Unfortunately, the kit is not complete, lacking the very critical spring (the one that fits the top of the distributor pinion). And it may not be complete with regard to your specific crankcase. Nor do they mention that some of the parts in the kit are liable to be second-hand – and therefore worn.

The biggest potential problem is that such kits are liable to contain a cam gear from a 36-hp engine. Such mix-ups don't happen very often but like a mid-air collision, once is enough. The angle of the drive teeth is slightly different. See the photo - the two gears on the left are okay; the one on the right is for the earlier engine.

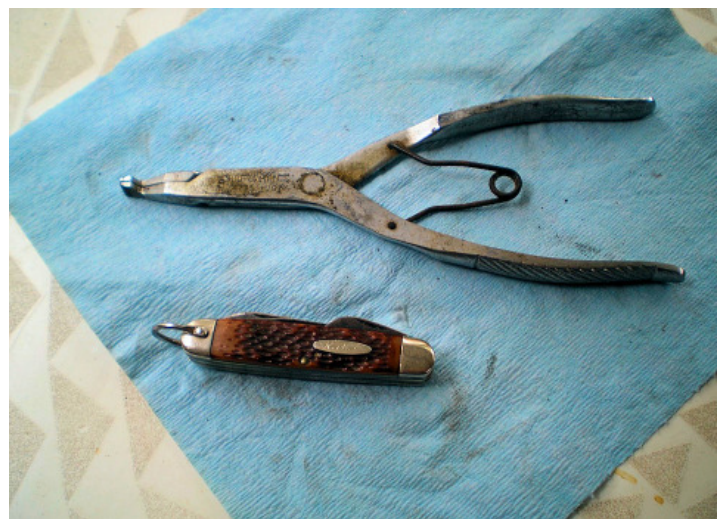


After failing to include the required spring I suppose it's no surprise to see the notorious Racer Spacer included in such kits. The stock spacer ring has been known to fail on the drag-strip and on engines that regularly turn above 5000 rpm. That makes the ten-dollar Racer Spacer an absolute necessity... according to the 'experts' :-)

In fact, the stock spacer works perfectly well on both street and flying Volkswagens, costs about six-bits and weighs less than the Racer Spacer.

External snap-ring pliers are one of the tools you'll need to assemble and disassemble the crankshaft. The jack-knife gives you some idea as to their size.

The jaws should look like this. Get a good pair. If they let the snap-ring slip it can bugger the #4 bearing journal. (The pair shown are Craftsman, about 30 years old. They've



done a few engines :-)

You're also going to need a hydraulic press with a press-plate to match the cam gear, or a VW-specific gear-puller as shown below. Do not try to use a regular gear-puller for this task. You'll simply bugger the teeth of the cam gear, a very common problem on amateur-built engines. VW gear pullers are commonly available but they don't come cheap.



This one is kinda tatty-looking. I've had it for a while; had to repair it once or twice. Still works okay but I generally

use an hydraulic press.

If you have access to a lathe and welding equipment you can make your own VW-gear puller for much less than the cost of buying one. The critical dimension here is the lip that supports the gear-teeth; 27.7 mm inner radius with the step at 34.9 mm.

And along about here someone always says, "I won't need this becuz I'm only assembling the engine."

Dead wrong.

One of the most critical parts of engine assembly is balancing all of the rotating components. In the case of the crankshaft, it must be balanced in its fully assembled state (less any reciprocating components, such as the connecting rods). That means everything that attaches to the crankshaft and which rotates on the same axis must be installed at the time the assemblage is balanced. Everything... Gears, prop-hub, magneto drive, coaxial dynamo or what-ever. (Just another of those 'unimportant' little details :-)

Then you take it all apart again for cleaning, installation of the #3 bearing and so forth. So you do need the gear-puller... if you want to build a good engine.

Bob Hoover

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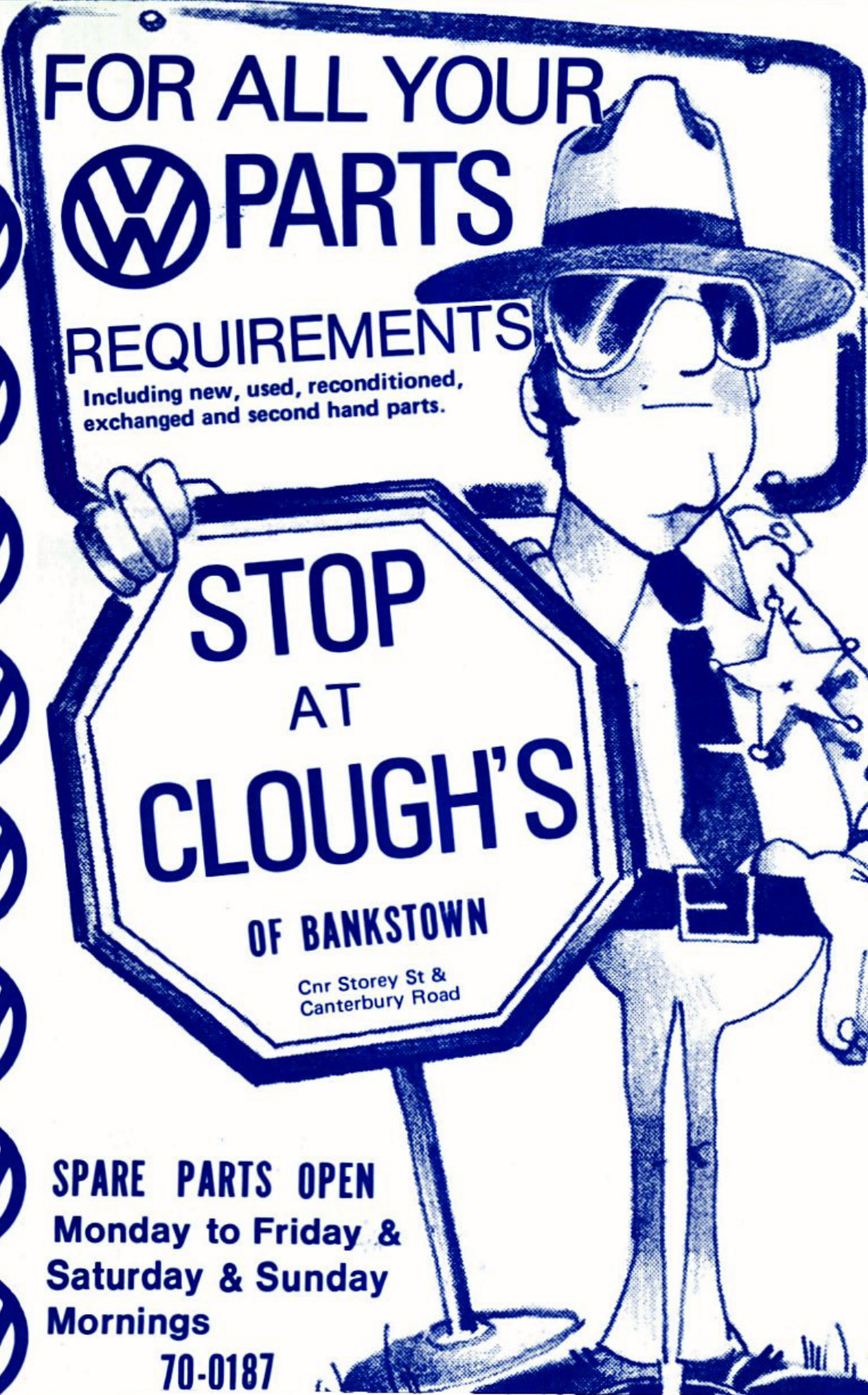
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