

Zeitschrift



2015 Jetta now in Australia.

March 2015

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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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VW Motorsport Committee:	John Ladomatos Andrew Corless	Craig & Martha Adams Norm Robertson (JP) Brian Walker
General Committee:	Martha Adams Leigh Harris Jeff Swords Eddie Fleita	Shirley Pleydon Ken Davis Sue Monaghan Atakhan Yilmaz

Canberra Committee.

Chair:	Bruce Walker chair@canberra.clubvw.org.au
Vice-Chair:	Rhiannon Walker vicechair@canberra.clubvw.org.au
Secretary:	Rhiannon Walker vicechair@canberra.clubvw.org.au
Registrar:	Iven Laufer (02) 6254 1142
Merchandise:	Shari Walker merchandise@canberra.clubvw.org.au

*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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Nulon Australia	VW Magazine Australia
Quik Strip Bankstown	Westside Mufflers

Suspension Tech Night at Heasman Steering & Suspension 11th March at 7.30pm

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Club Vee Dub have been invited by the Mercedes Benz club to attend a tech night at Heasmans with them.

Topics covered will be Wheel Alignment, Suspension Design & Theory and Corner Weighting

455-463 Princes Highway
(cnr Railway Road)
Sydenham NSW 2044

IMPORTANT

Spaces are limited, you must call Steve Carter on 0490 020 338 before 6th March to register your interest

Old Car Social Club

11th Annual Show & Shine Sunday 22nd March 2015 at Flower Power, Moorebank

In conjunction with
The Lions Club of the City of Liverpool,
in aid of diabetic awareness

- Gates open 7:30am
- Cars in position by 9:00am
- Trophies will be presented at 1:30pm

We invite you to show off your classic Volkswagen!



Supported by



Entry Fee: Display Cars \$10.00 (includes driver and passenger)
Spectators \$2, Family \$5

Entry forms available at www.oldcarsocialclub.com.au

For further enquiries contact: 0405 385 235

Volkswagens meet at McDonalds Revesby — cnr River Rd & Milperra Rd — at 7:30am.

Robertson Classic Car Day

Sunday
12th April 2015

From 9:30am

We are inviting all owners of historic cars (30 years or older), to come along and display their vehicles for the admiration of the public and other car buffs. This is a fund raising day for the heritage railway station, which is a volunteer organisation. We are asking for a donation of \$5 from each attending vehicle which will enter each car in a lucky car draw. The winner will take home a nice prize. There will be no trophies or contests at the 2015 event. It will be a fun day to see beautiful historic vehicles on display, with the Railway selling hot food and a gourmet coffee van in attendance. All are welcome to what will be our 7th Car Day. Please come along. Club Veedub will have a Volkswagen display - all members are invited to show off their VWs.

Location: Robertson Railway Common. Take the motorway to Mittagong, Bowral and Moss Vale. Follow the Illawarra Highway to Robertson. Turn at Yarranga Street (Motel on corner) or Meryla Street (Pub on corner) and follow signs.

Venue: Robertson Railway Station is a National Trust-listed heritage structure. We regularly host visits by the famous steam trains from the Thirlmere Rail Transport Museum. The station complex consists of well preserved railway buildings, the 'Fettlers Shed' Art Gallery and the Railway Village Common picnic area and park. Vintage Machinery Display. There will be an interesting display of restored and functioning farm machinery and tractors.

Attractions: Robertson has rolling green hills, rainforests, magnificent waterfalls, stone fences and lush countryside. Beautiful Bowral, heart of Bradman country, is only 20 minutes away. Autumn colours are a feature of this region and Easter is a particularly lovely time to drive through the highlands. The Illawarra Fly Treetop Walk, with its stunning views over the ocean, is only 15 minutes away and can be enjoyed on your way to or from our fun day.

Village: Has a wonderful old pub, one of only two wooden pubs in NSW, with a sunny deck and bistro, bowling club, cafes, gift and antique shops, and a fantastic **Country Market open on the day**. All are within an easy walk of the Railway Common.

Gallery/ Station Museum & Kiosk: RHRSI will be running a kiosk selling famous hot pies, meals, cold drinks, coffee etc. The station also has an interesting history display showing the history of the railway and the engineering feat of building this busy rail freight line.

Contact: Steve Carey, (02) 4885 2393

Club Veedub convoy:

Meet at Uncle Leo's fuel roadhouse at the Crossroads, Liverpool, at 7:30 am for coffee and an 7:45 am cruise departure to Robertson.



BLAST FROM THE PAST...

Shoalhaven Volkswagen Club will be holding their annual show Blast From The Past on Sunday May 3 2015 at the Berry Showground (in conjunction with the Berry Fair)

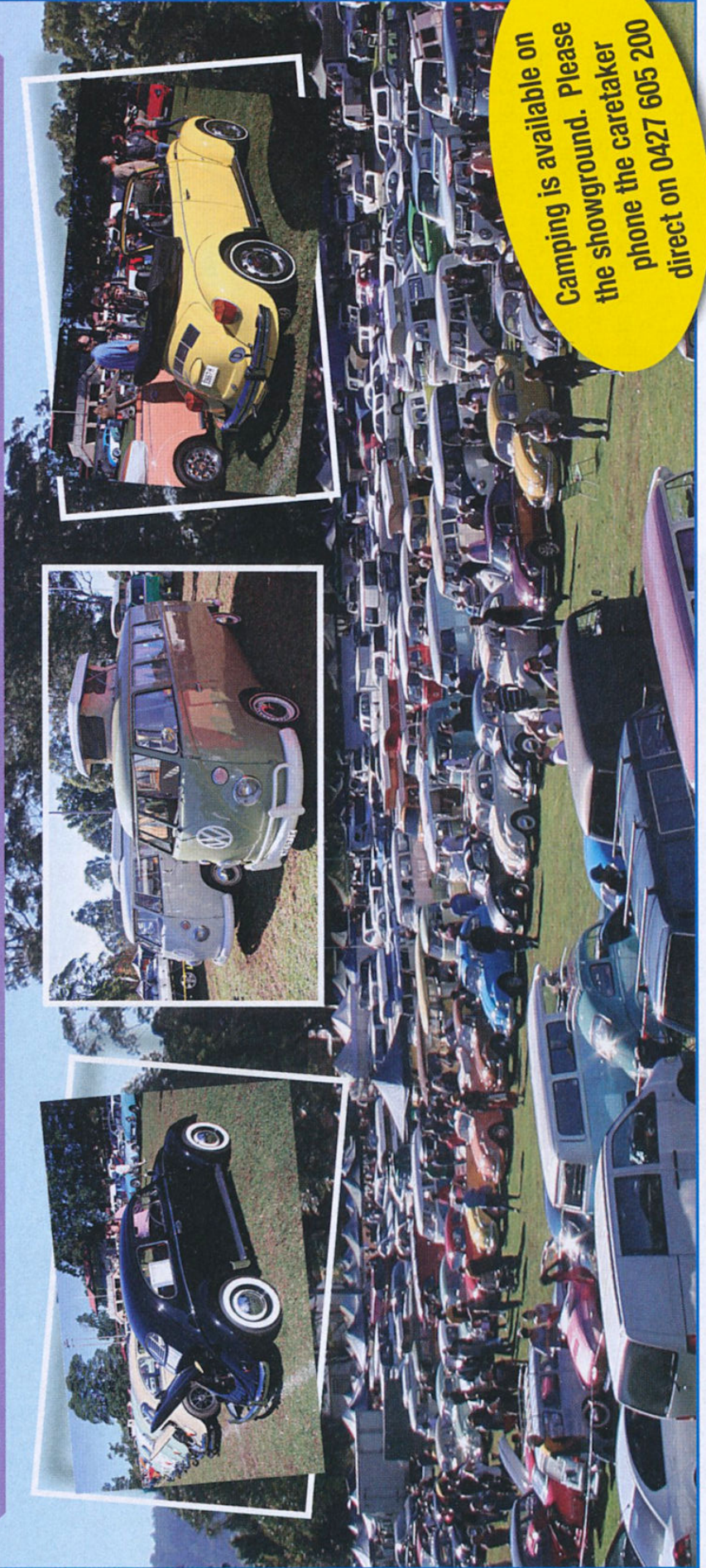
Car entry is \$20 with a gold coin donation for the public to view the display
Gates open 9am with the Car of The Day award and the raffle drawn at 1.30pm

All proceeds of the show donated to charity

For more information please contact Dave Becker on 0402 003 965



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Camping is available on the showground. Please phone the caretaker direct on 0427 605 200

VW Nationals 2015 2 months and it'll be here.

23rd & 24th May 2015 - Sydney, Australia.

Contact David (02) 9534 4825

Or visit clubvw.org.au



The Legend Never Dies

VW Winter Break 28th-30th August 2015



Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW

Caravan park is walking distance from the town centre.
Catch up with your VW friends in a relaxed atmosphere.

Participate in activities or just veg out.

All VW enthusiast and clubs are invited to attend.

Enquires contact;

Ray Vanderkly 02 6658 4422 ah or 0411 238 916

Steve Carter 0490 020 338

Von dem Herrn Präsident.

I've been managing to get to a few more events this year. I just can't stop driving my new to me, old to you, Super Beetle. I'm having a great time and I've met some great members and I think I've talked a few attending these events to join our club.

I recently attended the 4th annual Sydney German Autofest at Gough Whitlam Park at Earlwood. Lots of shiny German cars to look at, but not as many VWs this year as our numbers were split between the Festival of Steam 2015 at Thirlmere. Hopefully these events don't clash next year.

As I write this report it will only be a few days until the Club Veedub 30th Anniversary Cruise to St Albans where we went for our first social get together in 1985. I hope to see some new and old faces attending; we'll have a report and photos next month.

Coming up is the Old Car Social Club Show n Shine at Flower Power, Moorebank on Sunday 22nd March, see details about meeting points in the coming events section. On April 12th is the Robertson Classic Car Show at Robertson Railway Station, in the Southern Highlands. This event was washed out last year, fingers crossed for good weather this time.

There are lots more events coming up, so keep an eye on the club calendar in the magazine or on the club website for more details about upcoming events.

The VW Nationals will be on again soon. Planning is well under way, and we will need some help setting up and packing up and during the day. If you can lend a hand at either the Supersprint at Sydney Motorsport Park or on show day at Fairfield it would be much appreciated. Chris Fraser is again our Supersprint secretary – thanks Chris.

Entries will soon be open so keep an eye on the club website for entry information. We will again have a raffle for one entrant to have their entry fee refunded. This only applies to early entries and there will also be a dollar penalty for late entries and entries on the day.

Speaking of the Supersprint our club is very short on CAMS trained officials to help on the day. If you would like gain your CAMS qualifications please contact Rudi 0418 442 953 and he will tell you how to go about it. Also see Norm's block ads in this issue

See you soon,

Steve Carter



Kanberra Kapitel report.

Hi everyone, happy Autumn to you all, we have some great events coming up and hope that you can make it along to at least some of them.

In February we held a cruise to Gundaroo and had our

AGM; a report with photo follows. I thank the members who gave their time on the committee for 2014 and also to those who volunteered for duty for 2015. The cruise went well and the food was great.

By the time you read this, we will have had the Shannons Wheels carshow (Sunday 08 March), we'll have an event report as soon as possible.

On Sunday 29 March, don't forget the VW Drive For The Community. This is the annual fundraiser for the Canberra Hospital Foundation and should see a few hundred Volkswagens in convoy across Canberra, and then attending a fun day. You can sign up via links from Lennox's VW website, or via the Canberra Hospital Foundation site. Every entry gets a ticket to win the very last Up! available in Australia. I've seen the car and it has one-of-a-kind art applied to it. We'd love to see you there.

On Saturday 18 April we're having a club cruise to Googong and more details will be out very soon, watch your emails or contact us if you haven't received any info.

23 – 24 May is the VW Nationals in Sydney, details are in the magazine. We have some members who are interested in driving up and would love some additional cars. If you haven't been to the Nationals you need to go and see what its all about, experience the weekend and understand how it all works. This is a major event put on by our club, we need to support it.

We have changed our Canberra Chapter meeting location to the Harmonie German Club in Narrabundah. Have a look at their website, www.harmonieclub.com.au Meeting details will be in the calendar and is open to any interested members. We still have a stock of club shirts in various sizes, contact us if you'd like more info.

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.**

March.

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.

Sunday 22nd:- Old Car Social Club Show n Shine at Flower Power, Moorebank. We invite you to bring your classic VW to display. Gates open at 8:00am, Trophy presentation 2pm. Display cars \$10 (includes driver and passenger), spectators \$2, family \$5. Food and drinks available. Contact Neil 0418 943518 or Ray 0411251 120. VWs meet first at McDonalds, Revesby, cnr River and Milperra Rds, at 7:30am. Then we can arrive, and park, together.

Monday 30th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

April.

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

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

Sunday 12th:- Robertson Classic Car Show at Robertson Railway Station, in the Southern Highlands. VWs 30+ years old wanted! Entry from 9:30am, \$10 to show your VW, or free general admission. \$5 raffle tickets to raise funds for Robertson Railway. Judging and Trophies to be confirmed. Country market stalls, vintage machinery, antique shops, food and drink stalls. **Join the Club VW Convoy at Uncle Leo's Caltex, Liverpool Crossroads, at 7:30am for 7:45am departure.**

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

Monday 27th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

May.

Sunday 3rd:- Berry Blast From the Past show at Berry Showgrounds. Gates open at 9:00am. \$15 entry, includes an event plaque. Gold coin donation for non-showers for a look around. All funds to Shoalhaven Cancer Council. Berry markets to explore. Hosted by the Shoalhaven VW Club. **Join the Club VW Convoy at Uncle Leo's Caltex servo, Liverpool Crossroads, at 7:00am for a 7:15am departure (135 km, 1 hr 40 min via Wilton, Mt Ousley, Wollongong and Kiama).**

Thursday 7th:- Magazine Cut-off Date for articles, letters and For-Sales.

Saturday 9th:- Wheels at Wollondilly car show, at Wollondilly Anglican College, 3000 Remembrance Drive Tahmoor. \$10 car show entry, more trophy categories this year. Gold coin entry for spectators. Free kids activities, Emergency services display, rocker cover racing, food stalls, free face painting, entertainment for the family. Visit www.wac.nsw.edu.au/wheels for more info.

Thursday 14th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

Wanted: Race Volunteers!

Well folks it's that time of the year again, when we appeal to your inner soul and ask you to volunteer.

Yes that's right, this Club runs on volunteers and YOU can assist to run Club Veedub's Supersprint. We need 24 volunteers to run this event.

What, YOU don't think you can do that? Well yes you CAN!!!

We have training available with support from Southern Sporting Car Club at their scheduled Supersprint Events. After one meeting on application you will be issued with your own CAMS Official Log Book.

WE need you this year so give me or a Motorsport Committee member a ring. Couples most welcome.

We need to have a strong roster drawn up two weeks before our VW Nationals Supersprint.

So come on what is holding you back?

Norm Robertson 0409 771 822

email nrobertson462@optusnet.com.au

VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

Monday 25th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

June.

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

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

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

Sunday 21st:- Norm's Fish and Chips Run 2015. More details soon.

Monday 29th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

July.

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

Saturday 4th:- Car Show and Street Party at Bosskraft Resto Shop, 10 Bollard Place Picton. All makes welcome. American-style meals available. From 4pm onwards. Kids movie starts at 6:30pm (don't forget the blankets/chairs/cushions). www.bosskraft.com

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

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

Monday 29th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

August.

Friday 28th - Sunday 30th:- VW Winter Break 2015 at Sawtell. Participate in activities or just veg out! Bookings for cabins and campsites need to be made ASAP. Phone the caravan park on 1800-729835 to make your booking - tell them you are with the VW people. All VWs welcome! Phone Steve Carter on 0490 020338 for more info.

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:- Set of four Beetle mudguards in excellent condition, no rust, for a 61 Beetle. Includes 3-segment tail lights and headlights and front clear, blinkers in excellent condition. Ideal for a serious 61 / 62 Beetle restoration. \$250 each. Phone Ray on 0419 200517

For Sale:- Fully Restored 1967 Champagne Gold Beetle. Reg. No. AK56PU. Six months Rego. This vehicle has been lovingly restored from bare metal: it has been bead-blasted, undercoated and resprayed. The engine has been upgraded from 1300cc to 1600cc and fully overhauled. The car uses unleaded petrol. It has been re-wired (12 volt wiring), has front disc brakes, new tyres, is fully upholstered, has hazard lights. There is nothing to spend on this car, and it presents beautifully. Since restoration it has only been driven 3,000 km. My name is Peter and I live in Concord West, Sydney. If you are interested and would like to look at the car, I can be contacted either on (02) 9736-1131 or through my son Paul on 0409986669. The car is for sale at \$18,000 o.n.o. You can also email me on victoriaduanian@hotmail.com

Wanted:- We are looking for a ~1990 Syncro panel van suitable for a faithful restoration as a bakery vehicle. We are



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prepared to spend what it takes to bring it back to original and near new condition. Would you or any of your members be able to assist us locating an unmolested van (ie ex-Telstra etc)? We used to have a T2 lowlight back in the 70's that was an ex-PMG vehicle. Thanks - looking forward to hearing from you soon, Joel. If you help, please phone me on 0417292393 or email me on joel@zeallybaysourdough.com.au

2nd Month Ads.

For Sale:- Hi there I'm about to advertise my pride and joy for sale and thought I'd let local VW clubs know first! She's a **1967 Karmann Beetle Cabriolet**, and I have owned her for over 20 years. Originally from Wolfsburg factory itself. She came with me to Australia when I moved here in 1998. She's a 1500, and has recently been fully serviced with full suspension and brake rebuild, carbie rebuild, dress up kit, full chrome kit, new clutch, new exhaust. There is some bodywork left to do, mainly bottom of doors. I'm taking pictures today to advertise online. If any of your members are interested, they can get me (Izzy Coleman) on 0413 459495, or email isobelcoleman@bigpond.com

For Sale:- Beautiful little **1962 model Volkswagen Beetle** in great working condition! Fully registered (6/5/2015) rego plate BF28SK. Odometer reading of 29000 miles, engine was upgraded with a later model VW 1300cc engine, front driver and passenger seats replaced by Mitsubishi bucket seats, brakes have been upgraded by fitting an aftermarket VH44 brake booster. Asking Price \$7,700 (negotiable) Please contact me if interested on 0407 090577 or email keegan.yeark@gmail.com Regards, Keegan Yeark

Wanted to buy:- Portarack roof rack to suit early model Beetle. If you can help, please phone David on 0409 593443 or email jndhendo3@bigpond.com

Wanted:- 15 x 5½ 4 stud VW rims. If you can help please

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SMS 0409771822 or see Norm Robertson at the club meeting. Thanks

Canberra Gundaroo Cruise and AGM.

On Saturday 14 Feb, the Canberra Chapter organised a cruise to the small town of Gundaroo, which is located in NSW just to the north of Canberra. Our convoy was made up of a Golf, Jetta, Scirocco, 2 Kombis and 4 Beetles, with a Land Rover meeting us there.

My attempt at locating a suitable place for a photo didn't leave enough space for all cars to be seen, apologies to those in the back row! We'll fix that on the next cruise. A great meal was had at the local Pub, it was served quickly and was very tasty indeed.

The second part of the event was our Chapter AGM, thank you to everyone who assisted on the committee for the past year, and also to those who volunteered for the incoming committee. Our new lineup for 2015 is:

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Secretary Rhiannon (Mandy assisting)
Publishing Mandy
Registrar Iven
Merchandise Shari
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Public Relations Rhiannon
I hope everyone enjoyed the day (even the mud on the cars from the roadwork), thanks for coming along and helping your club.

Bruce



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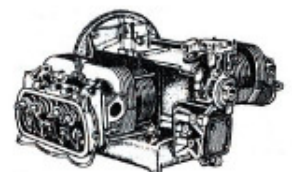
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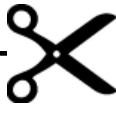
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2015 Jetta.

The 2015 Volkswagen Jetta has arrived in Australia wearing the lowest price tag ever attached to the Golf-based compact sedan.

The updated model costs \$22,790 before on-road costs in 118TSI Trendline manual guise, down \$2200 compared with its predecessor.

Volkswagen has also reintroduced a sporting variant, the 155TSI Highline Sport, priced from \$39,990.

The 2015 Volkswagen Jetta engine range includes two carry-over powerplants - the 118 kW/240 Nm 1.4-litre four-cylinder twin-charged 118TSI, and the 103kW/320Nm 2.0-litre four-cylinder turbo diesel 103TDI. There is also an updated version of the previously offered 147kW 2.0-litre four-cylinder turbo petrol, which now produces 155kW and 280Nm.

The 118TSI engine is available in Trendline, Comfortline and Highline specification levels. The entry variant continues to be offered with six-speed manual and seven-speed dual-clutch (DSG) automatic transmissions, while the top two specs come standard with the DSG.



The 103TDI and 155TSI engines come standard with six-speed DSGs. The 118TSI Trendline can be optioned with a six-speed manual. It takes 8.3 sec from 0-100 km/h and consumes 6.2 L/100 km (DSG) or 6.5L (manual). The 103TDI is slightly slower with 9.5 sec 0-100 km/h, but much more frugal with just 5.5 L/100 km (DSG only). The top model 155TSI takes 7.7 sec from 0-100 km/h, and consumes 7.2 L/100 km.

The Jetta Trendline appears modestly specced, with equipment highlights including 16-inch alloy wheels, cloth upholstery, leather steering wheels and gear knob, driver attention detection system, cruise control, air conditioning, touchscreen display screen, and an eight-speaker audio system with Bluetooth and USB connectivity. As with the rest of the 2015 Jetta range, it gets updated exterior styling and a refreshed interior that takes inspiration from the Golf 7.

For an extra \$4700, the Jetta Comfortline adds a host of features headlined by 17-inch alloy wheels, chrome grille and window trim, auto headlights and wipers, power-folding and auto-dipping side mirrors with puddle lamps, front and rear parking sensors and a reverse-view camera, dual-zone climate control, satellite navigation, voice recognition, DVD player, in-built media hard-drive and an SD card input. Other luxuries include woodgrain trim, chrome air vent surrounds, front seatback pockets, floor mats, rear armrest and



cupholders, ski flap and cargo net.

Another \$4000 affords customers the Jetta Highline, which gains features such as partial leather upholstery, heated and electric front sports seats, headlamp washers and front fog lights, a storage compartment under the front seats, and a proximity key with push-button start.

In addition to the larger engine, the Highline Sport equipment grade adds 18-inch alloy wheels, bi-xenon headlights and active cornering lamps, LED daytime running lights, tinted LED tail-lights, tinted windows, chrome exhaust tip, and steering wheel paddleshifters.

See the 2015 Jetta at your Volkswagen dealer now.

2015 Volkswagen Jetta pricing (before on-road costs):

- 118TSI Trendline manual \$22,790
- 118TSI Trendline DSG \$25,290
- 118TSI Comfortline DSG \$29,990
- 118TSI Highline DSG \$33,990
- 103TDI Highline DSG \$36,490
- 155TSI Highline Sport DSG \$39,990

2015 Touareg.

The 2015 Volkswagen Touareg is also appearing in Australian Volkswagen showrooms this month, featuring sharper exterior styling, an updated interior and subtle specification changes.

The 2015 Australian Touareg line-up has been trimmed to three variants - 150TDI, V6 TDI and V8 TDI. Volkswagen Australia has dropped the off-road-focused V6 TDI 4XMotion from the local line-up.

The 2015 Volkswagen Touareg's all-diesel engine line-up carries over from before albeit with a few tweaks. It's kicked off with the 150kW/450Nm (up from 400Nm) engine in the base model, while the 180kW/550Nm tune for the 3.0-





litre V6 and the 250kW/800Nm output of the 4.2-litre V8 remain stable. Eight-speed auto transmission is standard across the range.

The 150TDI does 0-100 km/h in 8.5 sec, while consuming 7.2 L/100 km. The V6TDI cuts the 0-100 time to 7.6 sec, while consumption is only slightly greater at 7.4 L/100 km. The top model V8 TDI does the 0-100 km/h in just 5.8 sec, consuming 9.2 L/100 km.

All Touareg models come with a large list of standard equipment. These include 18-inch alloy wheels, auto bi-xenon headlights, LED daytime running lights, active cornering lamps, rain-sensing wipers, front and rear parking sensors, power-folding door mirrors, roof rails, tinted windows, chrome exhaust tips, eight-speaker audio system with in-built hard-drive, Bluetooth, USB, SD card reader, AUX, CD/DVD; colour touchscreen, satellite navigation, reverse-view camera, driver fatigue warning, low-speed crash avoidance auto-braking, cruise control, dual-zone climate control, voice recognition, electric anti-glare rear-view mirror, partial-leather upholstery, electric heated front seats with adjustable bolsters, and leather steering wheel and gear knob.

The price of the entry-level Touareg 150TDI is up \$4000 to \$67,990 plus on-road costs. The price rise is offset by the introduction of satellite navigation, in-built media hard drive, DVD player, voice recognition, and low-speed crash avoidance auto-braking.

The price of the mid-range Touareg V6 TDI rises \$1200 to \$81,990, also adding auto-braking over the old model. The V6 TDI also adds 20-inch alloy wheels, electronic air suspension, electronic damper control, power tailgate, woodgrain trim, front seatback pockets, and alarm



with tow-away protection.

Prices and equipment levels of the flagship Touareg V8 TDI are unchanged, topping the range at \$114,990 with exclusive features such as 21-inch alloy wheels, proximity key with push-button start, four-zone climate control, adaptive cruise control with distance control, 360-degree camera with blind spot sensor, front electric sports seats with memory, heated steering wheel and rear seats, 12-speaker premium audio system with amplifier, sports pedals, door mirrors with memory and auto-dipping on reverse, extra dark tinted windows, and LED taillights among others.

The fresh styling introduces reshaped headlights that connect from top to bottom with a new four-slat grille, a reworked bumper with deeper creases and more angular intakes, a revised lower bumper with a new underbody protector panel, and subtle tweaks to the diffuser, reflectors, tailgate and badge at the rear.

The cabin gets new aluminium rotary knobs, additional chrome accents, and white instrument illumination (replaces red).

Inspect the latest 2015 Touareg at your Volkswagen dealer now.

2015 Volkswagen Touareg pricing (before on-road costs):

150TDI \$67,990

V6 TDI \$81,990

V8 TDI R-Line \$114,990

VW prices rise.

Volkswagen Australia says exchange rate and inflationary pressures have forced it to increase the price of a number of models across its passenger car range.

While the \$A-Euro exchange rate has been reasonably steady over the past year, the \$A-\$US rate has dropped significantly, making purchases in US dollars more expensive.

AUD/USD 1 year quick chart



The increases, which range from \$200 to \$1000, apply to the majority of variants in the Polo, Golf hatch and wagon, Beetle and CC model lines.

The largest increase affects the Passat-based CC, which is up \$1000 to \$56,990 before on-road costs in 130TDI specification and \$66,990 for the V6 FSI.

The price of the Golf R has increased \$750, now \$52,740 for the manual and \$55,240 for the DSG, while the 90TSI, 103TSI and 110TDI variants are up \$300-\$500. The Golf GTI and GTI Performance retain the pricing that was

set last April.

The Beetle is also up \$500, rising to \$30,790 in manual form and \$33,290 with the DSG, while Polo Trendline variants are up \$200 - taking Volkswagen's entry price point up to \$16,490 - and Polo Comfortline variants have risen \$300.

News of Volkswagen's price adjustments comes just days after VW revealed the pricing and specifications for the updated Jetta and Touareg models (see earlier news items), the former now cheaper than ever before, priced from \$22,790, the latter \$4000 more at its bottom end, now \$67,990.

Fellow German car maker Mercedes-Benz also raised the price of numerous models in its range at the start of the year.

Volkswagen price changes (prices before on-road costs):

Volkswagen Polo

66TSI Trendline manual \$16,490 (+\$200)
 66 TSI Trendline DSG \$18,990 (+\$200)
 81TSI Comfortline manual \$18,590 (+\$300)
 81TSI Comfortline DSG \$21,090 (+\$300)

Volkswagen Golf hatch

90TSI manual \$21,790 (+\$300)
 90TSI DSG \$24,290 (+\$300)
 90TSI Comfortline manual \$25,640 (+\$400)
 90TSI Comfortline DSG \$28,140 (+\$400)
 103TSI Highline DSG \$32,790 (+\$500)
 110TDI Highline DSG \$35,290 (+\$500)
 R manual \$52,740 (+\$750)
 R DSG \$55,240 (+\$750)

Volkswagen Golf wagon

90TSI DSG \$25,840 (+\$300)
 90TSI Comfortline DSG \$29,690 (+\$400)
 103TSI Highline DSG \$34,340 (+\$500)
 110TDI Highline DSG \$36,840 (+\$500)

Volkswagen Beetle

Beetle manual \$30,790 (+\$500)
 Beetle DSG \$33,290 (+\$500)

Volkswagen CC

130TDI \$56,990 (+\$1000)
 V6 FSI \$66,990 (+\$1000)

German cars outsell Aussies.

For the first time, Australians have purchased more German vehicles over the course of a month than locally made ones from Ford, Holden and Toyota.

January VFACTS figures report that 6,798 of the vehicles registered for the month came from Germany (up 4.2 per cent) compared with 6,574 Australian-made cars, down 2.8 per cent. This is from a total market volume of 82,116 vehicles, down 0.2 per cent.

The fact that sales of Australian-made cars have dwindled and German cars have boomed is pretty well

established, you may rightly say. But figures show that this is the first time the latter have actually edged out the former in the sales race, though the numbers have been close before.

For instance, in November last year it was 7,561 from Australia versus 7,445 from Germany. In January last year, there were 6,761 Australian-made cars registered here compared with 6,526 German ones.

Given January is a slow month for fleet sales, and given locally made cars such as the Toyota Camry and Holden Cruze are strong in this area compared with more private buyer-focused German cars, the first month of the year was always going to be the most likely one to yield such a figure.



Nevertheless, you might safely say it marks an interesting crossing-point, a tangible illustration of the way in which another established 'market norm' has been tipped upside-down in the face of extreme fragmentation. And with all Australian car production to end by 2017, it's the way of the future.

Of course, the picture is not quite as clear as these figures make out. It's worth nothing that the four main German producers - Volkswagen, Audi, BMW and Mercedes-Benz - do not source all their local vehicles from Germany. Most notably, a number of SUVs from these brands come from the US or Slovakia, while the VW Polo, and many BMW 3 Series and Mercedes-Benz C-Class variants come from South Africa. The biggest selling small commercial in Australia, the VW Caddy, is made in Poland. The VW Jetta, Beetle and Golf Wagon come from Mexico. The VW Scirocco comes from Portugal, and the Audi A4 is made in Belgium.

Among the German-made cars sold here are the: (update) Audi A3 hatch through to A8 inclusive of all A models, plus the Q5; BMW 1 Series, 2 Series, some 3 Series, 4 Series, 5 Series, 6 Series and 7 Series, plus X1 and Z4; Mercedes-Benz A/B/CLA/GLA compacts, some C-Classes, CLS, E-Class, S-Class, Sprinter and Vito; Volkswagen Golf, Passat, Tiguan, Transporter and Crafter. Other niche models such as the Ford Fiesta and Focus ST models are also sourced from Germany. So in reality we are comparing Australian sales of Australian-made cars from US and Japanese companies, with cars made all over the world by German companies.

By comparison, the result for Australian-made vehicles came despite good growth from several vehicles, namely the Holden Cruze (1870 units, up 34 per cent and enough to be the nation's fifth-highest-selling car, including the Korean-made wagon) and the Toyota Camry (1133 sales, up 12.5 per cent). The Aurion also grew, by 37.7 per cent to 241.

Tellingly, each these vehicles have been subject to strong factory-backed driveaway campaigns in recent weeks.

The hyped new Ford FG X Falcon sedan sank 17.4 per cent to 381 units, while its Ute sibling dropped 31 per cent to 163. The company's just-updated Territory dropped 6 per cent to 639. The VF Commodore, meanwhile, dropped 24.5 per cent to 1784.

Of the three local producers, Holden registered the most locally made vehicles with 4017 (down 4.4 per cent), followed by Toyota (1374, up 16.2 per cent) and Ford (1183, down 14.2 per cent). Toyota also produces a significant amount for export, which is not included in domestic figures.

For those interested, the largest source of new vehicles for Australia in January was Japan, accounting for 24,315 units (down 9.2 per cent). Next was Thailand on 17,185 (up 11.5 per cent) and then Korea (9245, down 12.9 per cent).

2016 Caddy.

The 2016 Volkswagen Caddy compact van has been revealed, gaining new engines, a suite of advanced safety systems, and sharper, more car-like design elements inspired by VW's passenger models.

The fourth-generation Caddy will go on sale in Germany at the end of June before rolling out into other international markets from the second half of the year, including Australia in the final quarter of 2015.

The first VW model to be called the Caddy was a European version of the US-designed Type 14 Rabbit pickup. This was a Golf 1 with a long rear pickup tray, first built in VWA's Westmoreland plant from 1979 to 1982. This model was then built as the Caddy in VW's plant in Sarajevo, in the then-Yugoslavia, from 1982 to 1992. The Golf Pickup (Caddy) was also built in South Africa, where it survived until 2007.



The first VW Caddy mini-van in the modern sense was the Caddy Type 9K that appeared in 1997. It was not actually a Volkswagen, but rather a rebadged SEAT Inca van that was based on the SEAT Ibiza (but built on the VW Polo platform). Neither this SEAT Caddy, nor the earlier Golf pickup Caddy, were ever sold in Australia.



The third Caddy, however, was the first to be sold in Australia. This was the first proper Volkswagen Caddy, the Type 2K that first appeared in Europe in 2004. It shared its platform with the Golf, and also the Touran people mover. It came to Australia in 2005 and quickly became the top-selling small van on our market, easily outselling its competitors the Renault Kangoo and Holden Combo. This Caddy was soon joined by a trimmed passenger version called the Life, and also a longer wheelbase 'Maxi' model. The Caddy was facelifted to its current version in 2010.

The Caddy is built in VW's modern plant in Poznan, Poland (previously called Posen when it was part of Prussia-Germany prior to WW1). It's also made in Kaluga, Russia. Around 1.5 million Caddys, of all generations, have been sold around the world.

Rather than adopting Volkswagen's ubiquitous MQB platform, the fourth-generation Caddy is based on a revised version of the previous model's Golf 5 PQ35 underpinnings, which it shares with the likes of the Beetle, Jetta, Scirocco and Tiguan. The Caddy is essentially a commercial vehicle with rear leaf springs, so the high-tech MQB platform (Golf 7) was considered unnecessary for this application.



The exterior borrows heavily from the smaller Polo and Golf, gaining a larger front grille with a more prominent VW badge, a more stylised bumper and lower fascia, squarer tail-lights and sharper tailgate lines, while the overhauled interior places an emphasis on horizontal lines and upgrades to a new infotainment system, fresh switchgear, a new steering wheel, and higher quality materials throughout.

Volkswagen has only released limited technical details of the new Caddy at this stage, though has confirmed that under the bonnet sits a range of Euro 6-compliant turbocharged petrol and diesel engines.

The four 2.0-litre four-cylinder TDI diesel units range in power from 55 kW to 110 kW, while the petrol range includes three distinct TSI powerplants: 62 kW 1.2-litre four-cylinder, 75 kW 1.0-litre three-cylinder, and 92 kW 1.4-litre four-cylinder. The current Australian Caddy range is TDI only, so it's likely that the new range will be the same.

Volkswagen claims the 2016 Caddy will be the first vehicle in the urban van segment with a number of driver



assistance systems, such as city emergency braking, which automatically applies the brakes to avoid a collision or lessen its severity at speeds below 30km/h, adaptive cruise control, which is operational up to 160 km/h, and light assist and driver alert systems.

Other available tech features include satellite navigation, reverse-view camera, and semi-automated reverse parallel and rear-to-kerb parking.

Look for the release of the new Caddy in Australia in the last quarter of 2015.

New Polo WRC for 2015.

Volkswagen may have ruled out producing a road-going Polo more potent than the new GTI, but on the rally stage, the Polo R WRC has proven absolutely dominant. Introduced to the World Rally Championship in 2013, the Polo R won 10 from 13 in its debut season, and all but one last year to win both Drivers and Manufacturers titles two years running. That's quite an act to follow for 2015, and the task of trying for the hat-trick falls to the machine you see here.



The new second-generation Polo R WRC has been revealed at Autostadt in Wolfsburg. The rally machine has been substantially reworked for 2015, with a new livery, new bodywork and new 240 kW 1.6-litre mechanicals. In fact, Volkswagen says it has revised three quarters of the components to make everything "simpler, lighter, and stronger." And while VW Motorsport has not yet detailed the "many new ideas [implemented] under the bonnet," it has identified the hydraulic gearbox, operated via a shift paddle on the steering column, as the biggest innovation.

"The new Polo R WRC has undergone intense further development, both on the inside and the outside," said Dr. Heinz-Jakob Neußer, Volkswagen Board Member for Technical Development. "Not only does it look even more dynamic and sporty than it did before, but our engineers have also been working meticulously on technical innovations under the bonnet and have improved many detailed aspects of the package that has been so successful for the past two years. The focus of this further development was on efficiency, reliability and performance. We can hardly wait to see the new Polo R WRC in Monte Carlo and at the other twelve rallies on four continents."

Further details are still to come, but this is our first look at the new machine with which Sébastien Ogier, Jari-

Matti Latvala and Andreas Mikkelsen - who finished last year's championship in first, second and third, respectively - will tackle this year's championship. As we go to press Volkswagen already has the perfect start to 2015, finishing 1-2-3 at the Rally Monte Carlo, then 1-3 at the following Rally Sweden. You can follow the progress of the 2015 WRC at www.wrc.com/en/

FIA World Rally Championship (WRC), 2015 season:

22/01-25/01/2015 Rally Monte Carlo

(VW Polo finished 1-2-3)

12/02-15/02/2015 Rally Sweden

(VW Polo finished 1-3)

05/03-08/03/2015 Rally Mexico

23/04-26/04/2015 Rally Argentina

21/05-24/05/2015 Rally Portugal

11/06-14/06/2015 Rally Italy

02/07-05/07/2015 Rally Poland

30/07-02/08/2015 Rally Finland

20/08-23/08/2015 Rally Germany

10/09-13/09/2015 Rally Australia

01/10-04/10/2015 Rally France

22/10-25/10/2015 Rally Spain

12/11-15/11/2015 Rally Great Britain

Golf GTD wagon.

The latest hot Golf variant, the Volkswagen Golf GTD wagon, will make its debut at the Geneva motor show later this month.

Although the GTD nameplate has been used by the company since 1982, this is the first time it's been affixed to a Golf wagon.

Like the Euro GTD hatch, the wagon is powered by a 2.0-litre four-cylinder turbo-diesel engine producing 135kW of power and 380Nm of torque for the front wheels to handle. No word yet on what transmissions will be offered on the GTD wagon, but the GTD hatch can be specified with either a six-speed manual or six-speed dual-clutch transmission.

Volkswagen claims the Golf GTD wagon can complete the 0-100km/h sprint in 7.9 seconds. Driven more sedately, GTD drivers may be able to match the car's official consumption rating of 4.4L/100km. That's 0.4 seconds slower and 0.2L/100km thirstier than the hatchback GTD.

Standard features on the GTD wagon include sports suspension that sits 15mm lower to the ground, a honeycomb grille, plenty of GTD badging, 17-inch alloy wheels, black roof rails, smoked tail-lights, chromed dual exhaust tips, bi-



xenon headlights, sill extensions, sportier seats covered in tartan patterned fabric, and golf ball-topped gear shifter.

For a little bit of extra dosh Volkswagen is willing to fit 18-inch alloys, tinted windows, red brake callipers and leather upholstery to the Golf GTD wagon.

Volkswagen Australia has already ruled out local sale of the Golf GTD hatch, so it's unlikely that we'll be seeing the GTD wagon here any time soon.

Phaeton to continue.

While critically well regarded, the big Volkswagen Phaeton has proven to be a vehicle largely unloved by luxury buyers around the world. Despite this, it refuses to die. While VW's luxury sedan hasn't been sold in the US since 2006 due to low sales, and has never been considered for Australia at all, it has soldiered on in Europe with occasional updates. As the model's long lifespan has been winding down, VW has decided to keep pushing the Phaeton into a new generation, despite in-house alternatives like the Audi A8 and Bentley Continental.

The move might not make much business sense, but Volkswagen executives are determined to make the Phaeton work. According to market analysts speaking to Reuters, developing the next-gen luxury sedan on the MLB platform could cost as much as 650 million Euro (A\$735 million), despite relying on the same underpinnings in the A8.

It's not like the Phaeton is leading the luxury sedan sales ranks, either. VW produced just 5,812 of them in 2013 (the most current year with data), at the custom-built 'gläserne manufaktur' high-tech automated plant in Dresden. From 2002 to 2012, VW reportedly lost 28,000 Euro (A\$31,600) on each example sold. Conversely, Mercedes-Benz sold 103,737 units of its new S-Class in 2014, an astonishing 82.2 percent jump over the previous year.

The decision to keep the Phaeton going doesn't seem to square with the VW brand's cost-cutting strategy. Boss Martin Winterkorn announced last year a plan to save 5 billion Euro (\$5.7 billion) annually in the coming years. That plan reportedly also includes killing off less profitable models.



Apparently, VW can't just rip off the band-aid and get rid of the Phaeton. Even some VW bosses seem somewhat perplexed at the sedan's business case. When Reuters asked the company's US boss Michael Horn about selling the Phaeton here, he said "That's a dangerous question. It's an image bearer with no relevance for volume."

The next-gen Phaeton is scheduled to go on sale in Europe in 2017 or 2018, according to Reuters, which is about a year later than previous rumours. A US launch will possibly follow in 2018 or 2019 with the plug-in hybrid and potentially even diesel versions on offer. A starting price around US\$70,000 is estimated. There's almost no chance the Phaeton will ever be sold in Australia.

No Eos successor.

When Volkswagen introduced the Eos back in 2006, hard-top convertibles were all the rage in Europe, North America, and around the world. The Eos was built in VW's plant in Palmela, Portugal and debuted in Australia in 2007. But the trend has since subsided, leading to VW axing the Eos last year. And don't count on it getting a successor at some point down the line, either.



At the recent Detroit Auto Show, VW R&D chief Heinz-Jakob Neusser said that the Eos is down for the count. In fact it is "maybe the first model we take out of the market" in a reversal of the momentum that has seen Volkswagen expand its line-up incrementally over the past several years. The US-market VW Routan minivan was also discontinued last year, but it was a rebadged Chrysler minivan and not a 'real' VW model.

The place the Eos occupied in VW's European (and Australian) markets has been taken by the ever-popular soft-roof Golf Cabriolet, still based on the previous-generation Golf 6. In North America, with their VW market fixated on the Beetle rather than Golf, the Eos has been replaced by the Beetle Convertible.

In 2013 VW suggested that the Eos could be replaced by a new cabriolet version of the larger Passat, moving the segment upmarket. However this came to nothing. The Eos, however, isn't the only hard-top convertible withdrawn from the market in recent years. Tin-top cabrios like the Lexus IS and SC, Cadillac XLR, Chrysler 200, Pontiac G6 and Volvo C70 have all gone the way of the dodo, as have Euro-market coupe-convertibles versions of models like the Ford Focus, Opel Astra, and Peugeot 207. Soft-roofed convertibles have won out, particularly as far as four-seat cabrios are concerned, owing to their less complicated mechanisms and lower costs.

The one notable exception where folding hard-tops are still gaining traction is among mid-engined exotic supercars like the Ferrari 458 and McLaren 650S, both of which opted

for solid folding roofs instead of fabric ones. We've yet to see, however, which approach Lamborghini will take with the Huracán Spyder or Audi will with the next-generation R8, the predecessors of both of which featured fabric roofs.

Original Herbie for sale on Ebay.

The Love Bug series of Disney films, starring Herbie the 1963 sunroof VW Beetle with a mind of its own, was an early introduction to cars and racing for many young auto fans. Not the 2006 remake starring Lindsay Lohan mind you, but the originals from the '60s and '70s. A seller in Texas recently offered a chance to own one of the Bugs from the films on eBay.

According to the auction, this particular Beetle didn't appear in the original 1968 'Love Bug' film. It was built for the 1974 sequel *Herbie Rides Again*, and it also appeared in the third instalment in 1977, *Herbie Goes to Monte Carlo*. This VW was prepared as the blind-drive car that attached a low-mounted chair in the back and extended controls to let Herbie look like he was driving himself. This specific car was the primary blind drive vehicle in both *Herbie Rides Again* and *Herbie Goes to Monte Carlo*. Whenever you see Herbie driving by himself in either of these films, it is this very car. The car could also be fitted with regular seats too.

This Herbie was reportedly found in a Florida warehouse a few years ago. It was then made operable, while trying to keep it as original as possible. The exterior underwent a slight restoration with input from former Disney special effects staff. The changes added new graphics and rebuilt the blind drive setup. Judging by the site's pictures, the rest of the interior was left mostly untouched.

You'll note that this particular Herbie has a unique rear



decklid that mixes early and later parts to help identify it in the film. This was often done by the Disney studios, mixing and matching parts from used and wrecked VWs from various years to get enough working cars together for filming and stunting purposes. You can spot this particular car in the Monte Carlo scene after Herbie leaves the café, cleans himself in the fountain and grabs some flowers for the Lancia Scorpion, Giselle. Look for the flowers in the rear bumper - you can see the weird decklid that identifies this very car.



The numerous Herbie vehicles were so similar that they were given identification numbers. This listing is for car is HRA Herbie #3, and a stencil reading 'CAR NO. 3' appears under the hood to this day.

Amazingly, the bragging rights this car can claim go even further. This very vehicle is the only automobile in history to have had its tyre tracks imprinted in cement outside of the world famous Mann's Chinese Theatre in Hollywood.

There are only four original clean Herbies in the world that remain in unrestored condition, and this is one of them. Another belongs to the Volkswagen museum in Wolfsburg, Germany (that one is from *Herbie Rides Again*, and is an incorrect 1965 model with big windows). Most of the 30 or so original cars from the films that still exist have been fully restored.

This one retains its original Disney California title, or Pink Slip as they're called, which lists the vehicle's chassis number 5156863 (built October 1962), "WALT DISNEY PRODUCTIONS" as the owner and their purchase date from 1972, just prior to filming of *Herbie Rides Again*.

The sale closed on Saturday 13th December, with a last bid of \$55,200 (reserve not met).



HAVE PIANO, WILL TRAVEL

The piano man and his unstoppable Beetle.

*The Daily Examiner, 14 January 2015-02-15
(The voice of the Clarence Valley since 1859)*

By Marco Magasic

“There are some things you can do in a VW Beetle you can’t do in any other car,” Ulmarra man Cyril Jones said as he

pushed his Beetle to the max through his makeshift obstacle course.

We zigzagged through trees, taking hairpins and riding the banks of his dam.

Mr Jones’s Beetle also had a handicap other cars would not have; he tied a piano to the back of it.

What led Mr Jones to tie a piano to his Beetle and drive it around?

All to prove he did it before, in 1958.

A piano repairer and restorer by trade and living at Griffith at the time, Mr Jones got the call to go out to a property at Burcher, near West

Wyalong.

Thinking he could repair the piano on the property, Mr Jones chose to make the journey in his Beetle.

“The property was 180 miles (290km) away on a dreadful old road - but they were all rough in those days,” he said.

“When I got there I looked at the piano and said it needed a workshop renovation.

It took Mr Jones six hours to get to the property, and it would take another 12 hours to go back and swap his Beetle for his Dodge Fargo Ute to lug the piano back to base.

“So I wondered if I could put the piano on the Beetle.”



IN FOR A TUNE-UP: Cyril Jones put a piano on the back of his VW Beetle to prove he did it in 1958.

He got a block and tackle, put the piano on the veranda, lowered it onto the back of the Beetle and tied it to the bumper bar and through the windows. He crawled through the window and drove off.

"It took me nine hours to get it home. The piano was returned in the ute."

If you still don't believe a Volkswagen Beetle can carry a piano, here is the photographic evidence.

"The things we did back then, you would not think of doing now."

www.dailyexaminer.com.au

Thanks to club member Bevan Sommerlad for the article.

Coming to Australia VW display at Liverpool.

In the last week of January our club received an invitation on our website to display our VWs at Liverpool Regional Museum on Saturday 7th February. They were organising a 'Coming to Australia Fiesta', celebrating post-war European immigration making our country what it is today. They already had the Italian Car Social Club coming – could we display some Volkswagens?

Unfortunately this was after the January meeting, and the event was on before the February magazine would have been received, so there was no way to let everyone know. We responded to the effect that we would try to get some VWs there, but we would need more notice in future! The only notification that was possible was to post it on aussieveedubbers forum, which was done the week before the event.

The museum is on the Hume Highway south of Liverpool, opposite the stretch of car dealerships. I arrived



about 9am in the Kombi as they were setting up, and was soon joined by Jeff in his Superbug. We had prime parking right beside the small plaza where the activities were taking place.

The Italian cars arrived at 9:30 and parked close by, mostly old Fiats, Alfas and Lancias. We chatted to the owners, who were a good bunch of car enthusiasts, and we took turns showing off our cars to each other. Peter then arrived in his '58 Beetle, and Raymond and Grace in their Caddy (who just happened to be passing and saw the VWs parked together).

The museum's activities included Bocce demonstrations, that Italian metal ball game similar to boules and petanque. There was a small musical group playing classical and catch tunes, plus some occasional dance demonstrations.

From 10am there were cooking classes and taste tests, such as learning Italian sauces, sausage making and home brewing. The museum itself had several rooms of



exhibitions, all dedicated to stories of European immigrants post WW2. There were a few household items in the glass cases that we recognised.

The crowd wasn't very large, but people occasionally came by and looked at our VWs and asked a few questions. But by lunchtime it was very quiet and we decided to go for a walk. Jeff, Peter and I crossed the highway and walked down to McGrath VW to look at the new VWs. Jeff sat in a Golf R and was very impressed, but he'll have to start saving his pennies.

After a coffee at Maccas we strolled back and stayed with our VWs a bit longer, but some of the Italian cars were leaving. We decided to pack up too, and soon headed home.

Thank you to Jo and the Liverpool Museum for inviting us, but hopefully if they ever do something similar they will be able to give us more notice next time.



Monte Carlo Pizzeria night at Riverwood. Saturday 7 February.

With the summer school holidays over and the VW events year starting again, it was time for the annual Club VW pizza night at Monte Carlo pizzeria at Riverwood.

Lily and I arrived at 6:45, but Rudy and Ingrid were already there, sitting with Brad and his wife. We sat further down, opposite Wayne and his folks, and Norm. Lily was very happy when the Roschs and their friends arrived and she could sit next to Kira.

Monte Carlo's banquet is always very large and very well received. The pasta platters came out first, and it was difficult not to eat too much too soon. There would be more to come, not to mention the pizzas to come later.

Most of the ladies were content with wines or soft drinks from their husbands' eskies, while the blokes stuck with beer. I had half a dozen Cascade Lights to work my way through, while Lily stuck with Coke. The police sometimes set up an RPT on Henry Lawson Drive on Saturday nights, so it was wise to be careful.

Steve took suggestions for the pizzas, while the rest of us chatted happily over our entrees. Of course we all wore our bright Hawaiian Aloha shirts, and the girls wore dresses and skirts in the same summery style.



In no time the steaming pizzas were brought out. There was a good choice – basic cheesy margherita that Lily preferred; meat lovers, vegetarian, supreme with everything (my favourite), seafood special and even ham and pineapple for the kids. Everyone was digging in, mostly with their fingers while some used knife and fork. The Italians traditionally eat pizza with their fingers only, so who am I to argue.



Most of the guests were full after only two or three slices, but the first round was polished off pretty quickly. Steve ordered another round of pizzas, and the boys with biggest appetites were able to enjoy a few more slices. I lost count after 6 or 7 big slices, and they were all great.

The desserts and coffees would follow, but Lily was getting rather tired after having chatting and carousing with Kira and Bettina all night. "Daddy can we go home soon?" she said, just after I finished another pizza slice. We both finished our drinks, then packed up, said our goodbyes and headed off. Some of the others were also slowly heading away with full stomachs.



It was a fantastic night, with a great group of our VW friends. Rudy later said the pizza didn't agree with him and he felt a little crook that night; we wondered if he's had the frozen Chinese blueberries for dessert?! The suggestion was made that after four years at Monte Carlos, we might try a different pizza restaurant next year - what do you think?

Sydney German Autofest. Sunday 1 March.

Well I was torn between two events recently. Both promised to be great days out but laziness prevailed and I drove 25 minutes to Earlwood for the German Autofest rather than to Thirlmere for the Festival of Steam. The Mercedes Club had to move the event from April to March this year as the park venue was not available on the normal dates.



We had approximately twenty five VWs attending and some Audis nearby as well, not bad considering that the club was divided between two events.

The event seems to be growing every year. This year a second area was needed to contain all the great German cars. A few of my VW friends from Harrys Pies at Liverpool came along as well swelling our ranks. I think if this event keeps growing it will rival the ACT German Autofest very soon.

I had to leave before the trophies were handed out but I heard later that a few VWs won trophies.

Hopefully next year this event will be back on a weekend to itself, and we can get a much bigger VW turnout.

Steve

Photos by Rick Pereira





Thirlmere Festival of Steam. Sunday 1 March.

The first Sunday in March is always a fantastic day at Thirlmere, home of the Rail Transport Museum (now called Trainworks). They host the annual Festival of Steam, with a classic car display as part of a whole day of carnival festivities. Our club has taken part now for quite a few years.

As Steve said in his report, this year sadly saw another event clash with the Steamfest, namely the Mercedes Club's Sydney German Autofest at Earlwood. This was originally scheduled for April, like last year, but the council apparently advised the Mercedes Club that the park was unavailable at that time. Instead it was moved forward to 1st March – the same day as the Steamfest.



Bugger. Both are great events, but it was one or the other. I chose Thirlmere, so I took the Kombi to the meeting place, Uncle Leo's at Liverpool, just after 7am. There were already a few VWs there, and I quickly filled up and parked with them. We were pleased to see a few VWs from Flat Four VW club come along too, as it's always fun to share events with our old yellow-shirted friends.

Not many of the VW drivers had been to Thirlmere before, and weren't sure of the way, so I volunteered to lead the convoy. I headed slowly out of Uncle Leo's, and down the motorway towards Campbelltown at 90 km/h with a string of Beetles and Kombis behind. No Brian and his Golf this year;

apparently he forgot it was on (!)

It was mostly an uneventful cruise, but my Kombi has been suffering some electrical gremlins recently – a sudden cutting out of the engine at any time. I think it's the ignition switch, although the alternator light has been glowing dimly all the time for a while too. Anyway up a slope just past the Narellan Rd underpass the motor suddenly quit. I wiggled the ignition key and it immediately picked up again, but leaving a big cloud of smoke behind. Jeff and Susan were close behind me and got a shock seeing the smoke; Susan told me later she thought the motor had blown and was ready to pull over! We continued on without any further problems.

We exited the motorway at Picton Rd, headed to Picton and turned onto Thirlmere Way at the roundabout. This follows the loop line into Thirlmere, where we turned right to cross the rails and into the town centre. The SES close off the main street, and we were directed to the far end of Barbour St, outside the Trainworks museum, where the classic cars were parked.



We had more VWs than space allocated, so we overflowed into the Ford Mustang area. Hooray! We parked our VWs then went for a walk to see the sights.

There were food and drink stalls, market and craft stalls, kids rides, and all the fun of the fair up and down the closed street. There were horse and carriage rides, VW trike rides, and kiddy rides on the little fire engine. One room in Thirlmere school was set aside for a model railway exhibition, with several excellent layouts in different gauges.

There was a huge queue to get into the Trainworks museum, and at the nearby heritage railway station there was a similar huge queue for tickets on the loop line train rides to Buxton and back. There were several operating vintage steam trains hauling trains to Buxton, including the ACT Rail



Museum's black 30-class tender loco 3016 (built in 1908 and restored in 1989); the Lachlan Valley Railway's black P6-class express loco 3237 (built 1892, restored 2005), and the Powerhouse Museum's maroon P6-class express loco 3265 (built 1902, restored in 2007).



I watched two of these locos pull a packed train of carriages back into Thirlmere station from Buxton, hissing and steaming and smoking and puffing and venting screeching jets of steam from the pipes. Young kids stood back in wonder with their hands over their ears, watching these wonderful machines that seemed to be alive. All the hourly trips for the day were booked out.

There was a street parade at 1pm, where two cars from each car club could participate. I'd done it before so I let some of the other VWs have a go. Instead I wandered back through the crowds to the food stalls, then back to the station for the highlight of the day- the arrival of the double-head steam express from Sydney. This return trip was booked out months ago.

The normally open road and foot traffic level crossing gates at Thirlmere station were closed, reserving the way for the railway. A distant steam whistle was heard, and smoke could be seen approaching. The crowds lined the fences, cameras at the ready, as the train came into view around the curve.

The second loco was Thirlmere's own green 36-class express loco 3642, built 1926 and run continuously until 1994; restored and returned to service in 2008. Until 3801 and 3830 are returned to operating condition, 3642 is the fastest steam loco in Australia, capable (in its day) of up to 150 km/h.

But not the most powerful. That moniker is reserved for the leading loco on the train from Sydney, the gigantic black AD60-class Beyer-Garratt 6029 from the ACT Rail Museum. It has just finished a 20-year multi-million dollar restoration, the only working 60-class of the four that remain (one at Thirlmere and two at Dorrigo as static exhibits). It was 6029's first trip to and from Sydney since 1973.

The Garratts were not passenger locos; they were heavy goods locos, designed to pull massive loads over the



Blue Mountains. The green 3642 and larger 3801 both have a 4-6-2 wheel arrangement, while the Garratt has a 4-8-4+4-8-4 – basically two engines, one at each end of a giant boiler in the middle, and double-articulated to go around bends.

The green 3642 is a large express loco, being 20.7 m long and weighing 160 tons, while the famous 3801 (still under restoration) is 23.4 m long and weighs 201 tons. The Garratt is half as big again at 33 m long, and it weighs 265 tons. Steam train power is measured in lbs tractive effort. 3642 has 33,880 lbs effort; the bigger 3801 had 36,200 lb. But the Garratt – no less than 63,000 lbs, the most powerful steam engine type ever used in Australia. They carried 18 tons of coal, fed to the boiler by a mechanical stoker as the engine used coal faster than any man could shovel. The Garratts used to pull 800-ton coal trains from Lithgow to Sydney, and goods trains up to 1,500 tons on flatter lines such as Gosford to Broadmeadow.

This colossal black monster came puffing slowly into Thirlmere, captivating everyone who saw it. Even the steam whistle seemed deeper and stronger than all the other locos. Named "City of Canberra", 6029 was undoubtedly the star of the day and it was a privilege to see it run again after all these years.

After looking at trains, we usually stayed at the VWs, talking to passers-by. A few people took club brochures. But after the street parade the festival starts to wrap up, so it was time to pack up and head home.

A fantastic day at the Thirlmere Steam Festival.





and potentially (in the future) submit photos. This would provide a very worthwhile enhancement to the website - which surely has objectives to provide a vehicle for conversations, connections, and information. Well done again. Best regards, Tony

15/1/12 Hi i love the old vw beetles and am getting married October 7th so was wondering if a vw owner does weddings in syd inner west area for 4 hours and how much would it be for just 1 beetle? Thanks Elia

15/1/12 My son is mad for Kombis so I'm trying to take him to some Kombi shows this year. I know about Old Bar but do you know of any other shows in NSW where the public is welcome? Seeing a heap of Kombis in one place would knock him out. Mitch

From our website.

In this new segment we'll reveal some of the many interesting messages people have left on our club website. In ancient times people wrote out letters and sent them to us by post, which the Secretary would read out at the meeting. But with today's internet and digital device technology, most correspondence nowadays comes via our website.

Let's start from when our redesigned website went live, back in late 2011. This is only a selection; there were many more messages from members having trouble logging on, or forgetting their passwords etc, plus quite a bit of direct marketing and junk mail that we won't bore you with. The ones we do print here we will leave the writer anonymous. They are at least three years old anyway!

And yes, all of these messages did receive courteous and informative replies from our committee, namely Bob Hickman, Aaron Hawker, Raymond Rosch, Wayne Murray or me. It's great to hear from so many different VW fans. And how would YOU answer these queries?

19/12/11 Hi,I was looking into hiring a convertible vw beetle for my wedding next December. Do you have any members who may be able to assist? Regards, Kristie

26/12/11 Is it possible to sell my VW on this site..cheers..Geff

5/1/12 Hi there! I wish I had known about this club before I sold my 66' beetle! I am now currently looking for another bug, and wanted to know if there was a forum or something similar to post my interest in case there are any on the market amongst VW enthusiasts. I am one myself and have been for many years. I'm looking for a beetle to restore and just to have as a daily driver. I hope you guys can help! Would love to hear from you and become a part of this fantastic community! Regards Emma

6/1/12 Does Club Vee Dub have any knowledge of a similar club in or around Albury Wodonga thanks Jim

13/1/12 The website is an excellent beginning to a digital Club VW. Can I suggest that its first enhancement is the creation of a Forum, to allow members to have dialogue with other members. The Forum could be context or category based, with members being able to ask and answer questions,

15/1/12 owned but sold a cabriolet looking to buy yellow new beetle this year hope to gain information from club member as to best way to source it. Thanks Gail

16/1/12 Hi All, I would like to get in contact with one of your members who owns a New VW Beetle. Please feel free to pass on my details. David

20/1/12 Hi. I recently test drove a new Golf 118tsi, was quite impressed, even chose the colour then discovered some stories of blown motors and gearboxes. I was scared off. Can you advise? Cheers, Nic

27/1/12 Hi! This might seem like an odd request but.... I am getting married and would LOVE to turn up in an old-school Kombi van! If you have any suitable contacts that would be much appreciated! Obviously am willing to pay a reasonable price..Thanks so much!Hannah

30/1/12 Im looking for anyone with a well looked after Splitscreen Kombi. Living in the South Coast NSW area who would be willing to give up their time / kombi for me to use as our wedding car. I absolutely LOVE all things Volkswagen and would love to have this incorporated into our wedding. If anyone would like to contact me for further details or to discuss i would be greatly appreciative! Thanks, Lauren

31/1/12 Hi. I live in CA, USA and have been searching for the bottom brackets for my genuine VW Australia Roo Bars for over a year with no luck. I am wondering if it is possible to join your club or otherwise put out a message to the club that I am in need of a set and will pay whatever the going rate is down there for a set. I really just need the bottom two brackets that bolt to the frame. I have family there that can pick them up and ship them to me if anyone is willing to sell me a set. I have been looking FOREVER. Any help would be greatly appreciated.cheers,Jon

1/2/12 Hi there, I am interested in the joining the club and have a few questions. Is there a forum inside the members area of this webpage? I am assuming that the members section is where there is info on tool and book libraries. I am hoping that there are forums to use as I am fairly new to Beetles and am looking for information. Thanks, Tim.

5/2/12 Hi live @ Leura and need a 6 volt battery for my 1966 vw microbus. Any suggestions as to which battery and where to buy ? Thanks Bill

5/2/12 Hi,I was just wondering... someone mentioned to me that they approached a car club about vehicles for weddings, do your members do weddings at all? I wanted to hopefully get in touch with some beetle owners about driving for my wedding on 28/04/12 at Terrigal. I use to own a '67' bug so i have quite a large amount of affection toward them. If you could please let me know if this is a done thing and if so, how i go about speaking to someone about hiring some car... that would be awesome. Thanks for your time,Emma

5/2/12 hi there ive got an 1969 kit car with a dead 1600 bug engine in the back , i want to buy a recon complete engine (stock) who would u recommend in sydney ? cheers steve

10/2/12 Who do I contact to get advice on repairing & restoring my Scirocco? I'm currently making a list of what, at a minimum, needs to be purchased & installed, and what work might need to be done. In this way, I can decide what is the best option for me and for the car. Best regards,Tony

14/2/12 Hello! I bought a new Polo GTI in 2006 and just adore it, however I need to make a decision on how much longer to keep it before it costs me too much money to maintain. Would there be someone I could talk to about this - a mechanical VW whizz who could advise on this? Much appreciated,Best Wishes,Pru

14/2/12 Hi Michele here..I am from South Africa and came upon your webpage by accident! I am so glad. We have a VW Beetle club(Jacaranda Beetle Club)I was wondering if you would mind me using some of your interesting info (like the history page) in our newsletter I really think that the members would like it? You have an awesome site and keep on "dubbing"!! Greetings from RSA – Michele

16/2/12 Just imported my car from Germany. It is not a VW but the documents say it's an AUDI. In fact even that is not quite true because it is an NSU Ro80.Could I become a member of the club? What kind of benefits are there? Could I get a historic rego? What could I do for the club? Dieter

18/2/12 I would be interested in purchasing a late 1979 beetle karman cabriolet. Would you be able to direct me to one of your members or contacts who has such a vehicle for sale? Thank you. Looking forward to hearing from you Regards Peter

21/2/12 Hi I am looking for a cheap (\$100) volkswagen Vdub. preferably not running. could you please help me find one or a site that can help me. thank you Alyssa

25/2/12 I am a member of the Canberra chapter and am wondering if there are any rules about a person holding more than one position at the same time on the committee. Thanks

27/2/12 I have a T3 Caravelle rear seat, with armrests, blue velour, all seat belts and body liner bits. Would your

membership be interested? Alan

1/3/12 Hello,I would like to apply and be considered for membership. Unfortunately I only currently own an Audi having not long arrived from the UK where I was a member of the Milton Keynes Round About VW club and was working on my 1972 1302 flat screen bug. Which I had to pass on due to relocation. Would it be possible for me to attend the next club meeting as a guest to discuss any opportunity re membership? Kind regards Andrew

8/3/12 I am in SA (Adelaide) and am in the process of buying a 77 Kombi. Im looking into historic rego, and it mentions that you need to be a member of an official club. Can you provide this? Cheers Dan

9/3/12 Was looking for an email address to send attached photos of amazing artwork of Vw's done by my friend who can also paint Vw's to order from photos, cheers Tanya

14/3/12 I am an owner of a 69 beetle. It has a serious rust problem. I am looking for advice on restoration options. I live in Byron Bay Justin

27/3/12 Wanted to find a photo archive for the 2006 show and shine at Fairfield (wanted to obtain pictures of my Golf) Your assistance would be greatly appreciated

27/3/12 A mate of mine in North QLD has a 1970 Beetle, 1500cc that is 4-sale. \$2000 ono. Do you have a noticeboard or newsletter that could pass on this info? Use my email thankyou

29/3/12 I'm wondering if you have a list or know of anybody interested in hiring their Kombi for a wedding or if possible 2 kombis on Northern Beaches Sydney Nov 2012. I'm having trouble finding Kombis for weddings in Sydney Thanks in advance Amelia

31/3/12 Hi, I'm not sure if you can help but I thought I would ask anyway. I have a 1967 Panel that I believe was once a Rothmans van. I am desperate to try and find some pictures of how he might of looked back in 67. I would like to recreate the signage and get him back to his original look. I really really hope you might be able to help..Thanks.David.

9/4/12 Own 1963 beetle. Would like like to know where to buy parts to restore. Robert

9/4/12 Hi,I am based in Sydney and desperate to find two VW 1960's white Beetles to hire for a day. I have been searching for about a month now and have had no luck. If you could shed any light on my predicament that would be so great. Cheers, Rachael

9/4/12 Hi,I am wondering if I could have an ad of my t shirt on your site. I have been designing a range of car t shirts and selling them in shops and markets over 10 years. I only have one VW design at the moment but it is very popular. Also I would like to have a stall at your upcoming show in may if possible. Could you please let me know if my products would suit and if so the size and rate of the stall space. Kind regards, Sean



2400mm wheelbase chassis, and the later Type 166 on a short chassis. The long one was the same as the Kübelwagen and all other Beetles, and the Type 87 used it too.

Nor should we confuse the Type 87 with the 82E which had the same knobby look but only 2WD and the earlier 985cc engine. All the 4WD Type 87s used the bigger 1131cc engine. Since the 4WD was hardly light at 790kg, with a 450kg payload rating you needed the larger engine even if 25-bhp at 3000rpm seems a bit scant today.

The year 1943 was the main production year for Type 87s, with 382 built. As a staff car it suffered from having only two doors, but once a driver mastered four forward gears, the Hi/Lo range and 4WD selection, a Kommandeur would take him almost anywhere within distance of its

40-litre fuel tank.

The VW Type 87 Kommandeurwagen.

From 'Treads' Magazine
September 1987

You need only say, "Four-wheel-drive Beetle", and watch the incredulous grins grow. Just mentioning a crossbreed like that is enough to be told, "You gotta be joking."

Even VW buffs react that way to the subject of the Type 87, the model called the Kommandeurwagen. Yet this car was anything but a joke, from the Siberian approaches to the Western Desert. What it remains, however, is very rare.

Among the 20 million or so Beetles built since old Porsche sold his pet project to the German government more than 50 years ago, a model run of precisely 669 cars is hardly a majority vote by any reckoning. Yet that figure includes all the Kommandeurs built in 1942, 1943, 1944 and (here's the kicker, even for Volkswagen watchers), 1946.

There were only two post-war Kommandeurs and they had technology virtually identical to those 667 wartime 4WD staff cars. One of that last pair is lost. The other is still in Wolfsburg because it never left. It is thus the rarest of the rare, just waiting for us to stick in a battery and go looking for a sand pile.

But first, the pedigree: A Kommandeur is a Beetle body on the amphibian Schwimmwagen chassis, for starters. VW's amphibians came in two series, the Type 128 with standard



Wheels of 16-inch shod with 5.25 off-road rubber helped elevate the car over boulders, aided by 1.4:1 reduction hubs (also from the Schwimmer, and later used on the VW Transporter), which not only geared things down without the expense of a special gearbox, but also increased ground clearance to about 295mm.

After the war such specifications proved equally intriguing, although Major Ivan Hirst, chief of the British Forces controlling the devastated works, recalled that the 1946 revival was, "A spare-time project, almost a play-thing," rather than a serious evaluation effort. The 4WD was then coded as the 287 to set it apart from the 667 wartime cars.





Hirst used the elephant-grey machine to demonstrate VW ruggedness to visitors. French occupation authorities heard about that, and asked if the Hirst crew could build 100 of them for forestry officers on a Black Forest timber project.

The Major was looking everywhere for customers before the green light came for German civilian deliveries, and even 100 was an interesting order. Sadly nothing came of it however, because the Schwimmwagen's vital front axle forgings were not available and the dies had been lost. So, the French got just one, built from leftover spares. That particular one is lost now.

Otherwise, the Allies weren't interested. British and US officers wanted large, four-door, heated staff cars. So Hirst kept his one remaining Kommandeurwagen for personal transport when the snows got heavy. A modification he suggested which did wonders for all-terrain use also came close to wrecking the car. As Hirst relates, he was off to round up brown coal for the VW power station and discovered that a ZF limited slip front diff (made from a Kübelwagen rear) made his special very dangerous on icy roads.

By any standard the Kommandeurwagen had curious gears anyway. Ordinarily you used rear-wheel drive via the normal gearbox and the central shift lever. The special second shift lever, located between the seats, would be in the rear-most position for normal 2WD motoring. This second lever could be moved one notch forward, and you had the same four forward ratios to all four wheels.

The Low (gelände) range was a one-speed proposition operating on the front-wheels only (!) It engaged when that second lever was pushed all the way forward. In short, yes, the champion of rear-wheel drive also built a front-drive special in the war.



While first was a normal 3.6 ratio (not forgetting the reduction hubs), Low was 5.86, giving a speed of 10km/h versus 18 – 30 – 50 – 80 km/h for the regular four gears, as clearly marked on the speedo.

As a final special feature there is a roller set into the nose skirt. This was another Hirst mod for the 287, based on similar rollers he recalled from a boyhood fascination with Citroën's Sahara cars. It keeps the nose from digging into ditch bottoms.

The '46 fired first push of the button and ran stoutly, if a little lumpily. In fact, the only time it faltered was on a steep dune climb when the carb flooded. With more experience I'm sure it would have cleared some of the worst dunes that bogged us down, but then fine, loose sand is always a tricky footing. And you aren't encouraged to make endless practice runs in a one-off museum piece.



For real smoothness all up/down gear changes require double-clutching and there comes a point on any dune face where you must decide between four-wheel traction with road gearing or ultra-low drive to the front wheels only. About the only situation where that mental coin-flip might be superfluous would be on an icy descent – no small matter if you are planning to invade Russia, of course.

Shift movements are short and very precise in a car with barely 30,000km on its clock but that second lever requires carefully paced authority. On pavement the front wheels hunt so you use 2WD. There is virtually no self-centring and deep sand explains why husky, youthful drivers were preferred.

Cable-operated brakes do stop the car eventually but tail-gaiting is not recommended in any Kommandeur manual. Incidentally, Teutonic thoroughness extended to an 'owner's manual' suitable for a workshop foreman, plus separate brochures for cold-country operations or sand-proofing prior to desert adventures.

This is certainly also one of the few early VWs where engine noise is never a factor – you can't hear the engine over all those gears.

You obviously shouldn't judge the refinement of an old soldier by the standards of a sheikly Range Rover. The amazing aspect of this '46 Kommandeur was the completeness of its specification for more than 40 years ago. Knowing that VW engineers played with a 4WD van many years later and subsequently launched a series of high-tech 4WD models, you realise that those 669 better Beetles were not built in vain.

Powerhouse Museum Recollect: Cars Auto Obsession.

Last year the Powerhouse Museum in Sydney put on a temporary exhibition called Recollect: Cars Auto Obsession. It was on from 9 August to 26 October 2014.

The Powerhouse showed for the first time showcase its extraordinary car collection in the display, as part of an ongoing project to ensure greater public access to the Museum's rich collection.

The display was held in the Harris St front gallery of the museum, the one reserved for special short-term displays. I remember taking Lily a year earlier when they had a cool '80s Atari video game exhibition in the same space.

This time the display featured over 25 restored and original historic cars, comprising a curious, eclectic and fascinating collection from luxury tourers and family sedans to racing and sports cars. I am a Powerhouse member, so I took Lily and her cousins Danielle and Brendan to see them. But the girls were more interested in the Strictly Ballroom costume display in another gallery, so it was just me and Brendan looking at the cars.



Many of the cars in Auto Obsession are time capsules of automotive history, having had little work done on them other than to preserve them in carefully monitored storage conditions. They can be compared to the much sort-after "barn find" cars in the current collector market.

The display included a 1959 Goggomobil Dart, a little red sports cars made in Sydney by Bill Buckle, and a maroon 1962 Mini 850 that looked brand new. A special car of State significance was the 1965 Rolls-Royce Phantom V, used between 1966 and 1981 by the NSW Governor, Sir Roden Cutler, as his official car. The car was fitted with gold-painted crowns instead of number plates; a police radio, which enabled the chauffeur to call ahead to have the traffic lights changed if the Governor was running late, and an electrically-operated glass screen which separated the driver from his rear passengers.

Another auto item on display was one I remembered from the old Museum of Applied Arts and Sciences days was the cutaway 1965 Ford Falcon XP. This used to be on display at the old Harris St MAAS building (now the TAFE), being donated by Ford in 1966. It was on display in Harris St until



the early 1980s, then stored until the new Powerhouse opened in 1988. It was loaned back to Ford from 1995 to 2008, and has been in storage at Castle Hill until this display. It was a real flashback.

Sadly though, the Powerhouse's collection does not include any full-sized Volkswagens.

But also on display were 600 models from the Museum's extensive collection of Matchbox cars, the largest and most significant in Australia. In the halcyon days of Matchbox in the 1960s, Australians purchased more of the little die-cast toy cars per capita than any other country.

They were randomly displayed in several large glass cases, and I recognised many of them that I have owned over the years. I tried to take a photo of all the Volkswagen models that I spotted.





Help with oil plugs.

About a dozen curious people asked me how they tackle the 1/2"-NPT thread for the bushing that accepts the aftermarket oil temperature sensor. Relax; it's no big deal. Clean things up then just follow me through.



National Pipe Thread or NPT has a taper of 3/4" to the foot. To cut a smooth NPT thread you begin with a hole that is big enough and has the right taper.

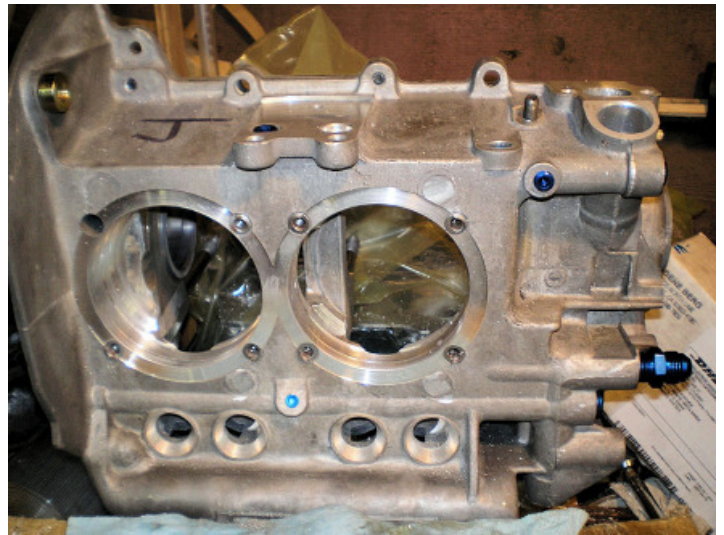
Root-diameter of the hole has to be at least .77". Since 1/2"-NPT only has about half an inch of thread, the bottom of the hole has to be about .015" smaller than the top - or $0.77 - 0.015 = 0.755$... which is pretty close to 3/4" so start with that. Then open it up with a 47/64" for a depth of about a quarter of an inch and try your tap.



No guarantees for the above. I usually start with an 11/16" hole then use a 1/2"-NPT reamer. The point here is that tapping the hole is no big deal if you start with a hole of the right size. (CAUTION: Too big a hole and you've screwed the pooch.)

HEADS & OIL

Several people expressed surprise that oil for both heads gets there via a single 5mm drilling... which can be partially blocked if the wrong aluminum plug is installed. Here's a picture of that particular plug, now replaced with a



1/16"-NPT pipe plug. But don't take my word for it; go see for yourself. A fiber optic light-wand or even a length of safety wire as probe will allow the engine to explain things to you.

BLOCKED COOLER

Yes John, you can plug the cooler ports, as shown in the pix. The oil cooler is then installed downstream from the oil filter. No, I'm not saying you have to do it that way, I'm simply saying that's the way I do it; you may build your engine anyway you damn well please. Thank you for sharing your opinion. You may be sure I'll give it all the attention it deserves.



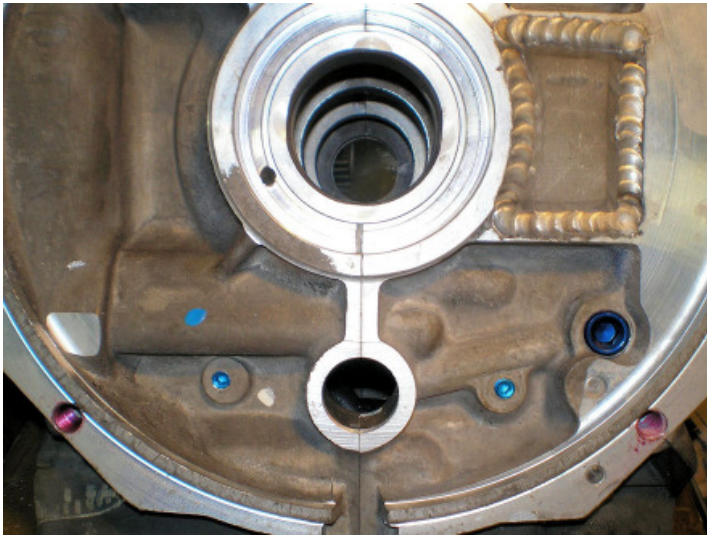
On '71 & later engines you'll need a 1/4"-NPT for the outlet port (ie, the one nearest the flywheel). 1/8"-NPT works okay on the inlet, for both old & new crankcases.

OIL PRESSURE

Some years ago I had the line to the oil pressure gauge break on me. It was only an eighth-inch line but it didn't have a metering orifice installed at the engine nor was it fitted with a shut-off valve. Lotsa fun :-)

Since then I've used an electronic oil pressure gauge whenever I can. Unfortunately, the transducer is fairly massive, plus it completes its circuit through the crankcase, meaning you gotta twist it tight. Mounted in the original location, jutting out to the side, it tends to work itself loose, resulting in an oil leak and erratic OP readings. So I've taken

to mounting it vertically, with a diagonal stay between the body of the transducer and the existing oil cooler pad. But I still use the stock OP port. That's where I connect the garden sprayer I use as a pre-luber, before firing up the engine.



CAM-FOLLOWER GALLERIES

On the front of the engine (Front means FRONT on Volkswagens) you can see where I've installed 1/16-NPT

pipe plugs in the oil galleries serving the cam followers.

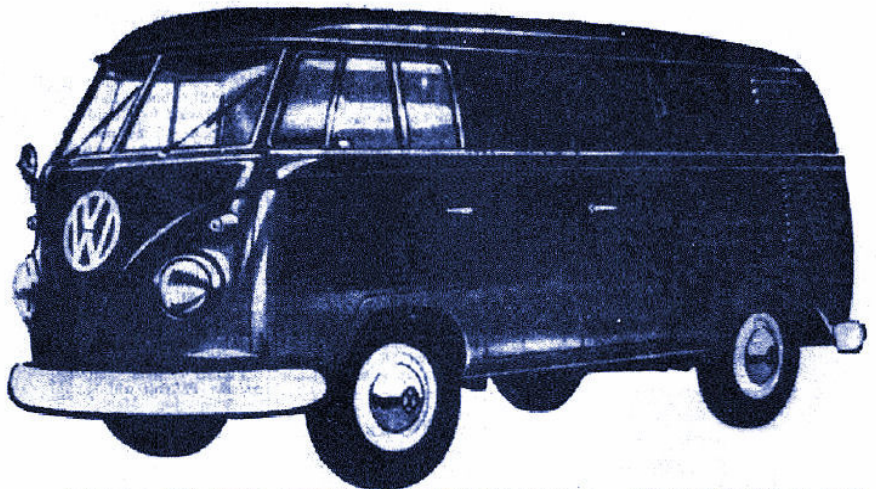
On the main oil gallery be careful not to install the plug too deeply as it butts up against the drilling that carries oil to the #1 cam bearing. And to the oil pressure control valve. That's the two plugs underneath the main oil gallery. The upper one is the drilling for the pop-off port, which dumps excess oil into the crankcase at the outboard end of the cam-follower for the exhaust valve on #3 cylinder. The lower plug seals the drilling that allows leakage past the control valve's piston to escape into the sump.

FULL-FLOW OIL FILTRATION

On the pulley-end of the crankcase photo on the next page you can see where I've threaded a 3/8-NPT to AN8 hose fitting into inlet to the oil cooler gallery. This is immediately adjacent to the port to the oil volume control valve, which on racing engines is usually opened up and replaced with steel seat for a ball-valve, doing away with the usual piston. The oil volume control valve port is 6mm in diameter. When you plug the oil cooler ports it's customary to open up this port to 1/4" or even 5/16" to ensure adequate cold-oil flow. Also note the 1/16-NPT for the #4 main bearing. This drilling intersects with the drilling for the #3 main bearing and when plugged, forms a blind corner that likes to trap swarf. The upper-most plug is 1/4-NPT and marks another blind corner.

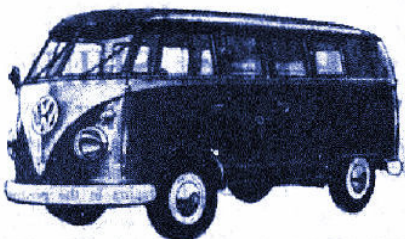
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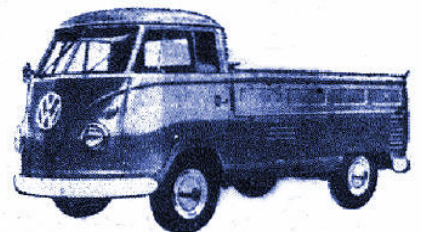
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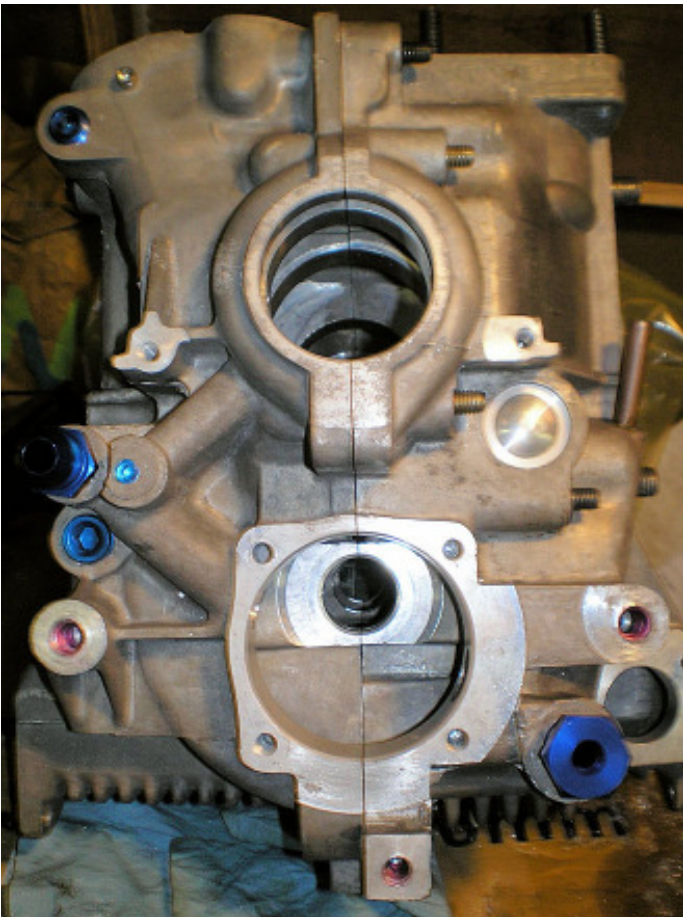
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After writing 'Oil Plugs' (see Zeitschrift Aug 2012), several people wrote to tell me there were other types of control valve plugs available. Which I already knew... but the fact they thought I didn't means a lot of you might not be aware of what's out there, especially with regard to parts suitable for flying Volkswagens.

So let's take care of that.

Look at the photo below. The left-most plug is the stock item. Next to it is a plug that has an M12 crankcase nut welded to it. Two of the flats are drilled for safety wire.



The two socket-head plugs in the middle of the picture are typical after-market parts. If you're careful and use the right set-up you can drill these for safety wire.

But the plugs I prefer to use are the hex-head type shown on the right-hand side of the picture. To drill them

for safety wire I first open them up with a half-inch Slocum... what folks usta call a center-drill. (I think half-inch is about a #4.) Once you've opened them up axially you chuck them in a drill-vise and drill each of the six faces with a 1/16" drill bit spinning about 3000 rpm. I use a drop of hi-sulphur cutting oil. The drillings are then chamfered so as not to notch the safety wire.

Building just one engine means drilling only two plugs, which is a pain in the ass since it takes longer to do the set-up than to do the work. It becomes more efficient if you do about two dozen plugs at a time -- enough for twelve engines -- since that distributes the set-up across the whole batch.

(Yeah, I know... but there it is.)

Mixed in with the friendly messages from people pointing out that other plugs are available was a couple that took me to task for even thinking about safety-wiring the plugs. As they pointed out, they had never had one come loose and that the odds of one doing so was probably ten-thousand to one.

Which is why we want to safety wire the things :-)

A lot of folks will miss that and beating them over the head with it is a waste of time, in my opinion. The truth is, there's a few threaded fasteners for which you can't provide safety wire or a Cotter key. But when you can you always do so even if the odds are 1:10000 because it shifts the odds even farther in your favour.



As mentioned in previous posts on this topic, socket-head pipe plugs are available as a bubble-pak'd item from after-market VW retailers. But as you can see in the photo the plugs are not anodized and do not include the 1/16-NPT size that is the best fit for the small oil galleries. (They give you 1/8-NPT's instead.)

However, this set of plugs may be the best option for lo-buck builders, who often substitute brass fittings for the full-flow oil filter connection and a brass 1/2-to-1/8 NPT bushing for installing the oil temperature sensor.

Bob Hoover



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