

Zeitschrift



VW Drive for the Community day in Canberra.

April 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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| | vicepresident@clubvw.org.au | |
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| | vintage@clubvw.org.au | |
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| | Mark Stevens, Bob Hickman, Craig Adams | |
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| John Ladomatos | Craig & Martha Adams | Brian Walker |
| Andrew Corless | Norm Robertson (JP) | |
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| Leigh Harris | Ken Davis | |
| Jeff Swords | Sue Monaghan | |
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| 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 |

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*.

We thank our VW Nationals sponsors:

27 years.

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| | |
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| Quik Strip Bankstown | Westside Mufflers |

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

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)

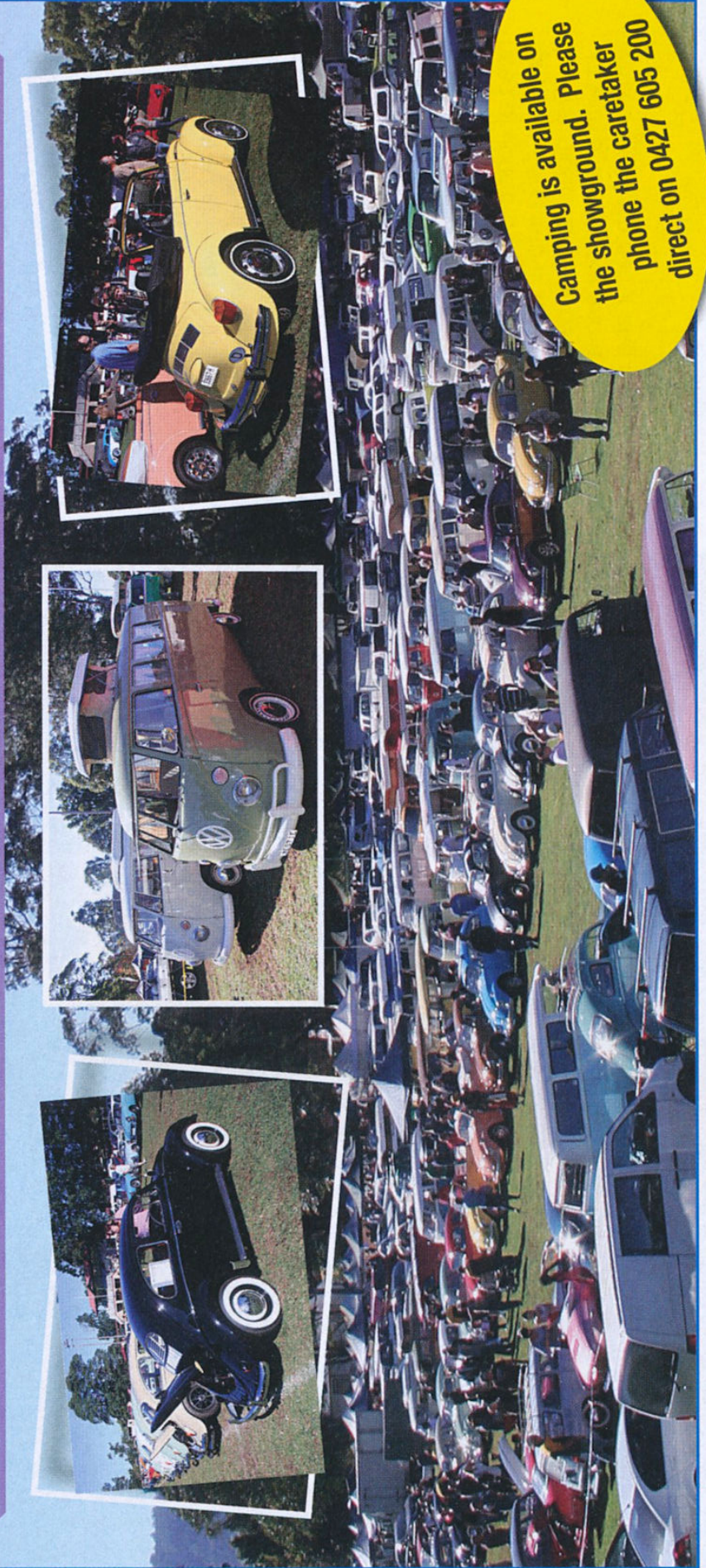
Car entry is \$20 with a gold coin donation for the public to view the display
Gates open 9am with the Car of The Day award and the raffle drawn at 1.30pm

All proceeds of the show donated to charity

For more information please contact Dave Becker on 0402 003 965



PROUDLY SPONSORED BY
VOLKSWAGEN



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

WOLLONDILLY ANGLICAN COLLEGE P&F ASSOCIATION
PRESENTS

Wheels at Wollondilly

SATURDAY, 9 MAY 2015

IT'S ON
AGAIN
IN 2015!

- Open to all makes and models
Cars/bikes/trucks/machinery
- Free kids activities including
Rocker Cover races
- \$10 show car entry
- Emergency services display
- NSW Vintage Police Vehicles display
- Gold coin donation for spectators
- Additional trophy categories for 2015

(For full details see our website or call 46 77 2282)



"ADDITIONAL CAR SHOW PARKING FOR 2015"

FOOD, STALLS &
ENTERTAINMENT
FOR THE
WHOLE FAMILY



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No dogs, alcohol or smoking on College grounds. Images and conduct must be in keeping with the Christian ethos of the College



Wollondilly Anglican College, 3000 Remembrance Dr, Tahmoor
www.wac.nsw.edu.au/wheels



Wollondilly Anglican College
Parents' and Friends' Association

VW Nationals 2015 1 month and it'll be here.

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

Contact David (02) 9534 4825

Or visit clubvw.org.au

See singer **Johanna Homara**



The Legend Never Dies

Norm's FISH & CHIPS Run to Valley Heights.

**Sunday
28 June**

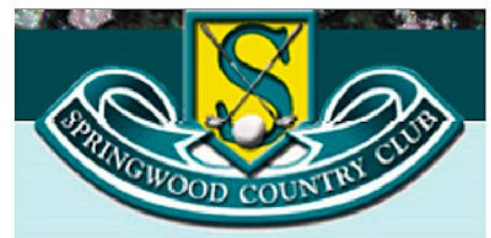


- 9:00 am meet at McDonalds at the M4 service area Eastern Creek, west-bound for an 9:30am departure
- To Valley Heights Locomotive Heritage Museum. See the historic 1914 railway roundhouse and workshops, preserved trains and railway exhibits, large model railway. Take a ride on the historic 103A steam tram!
- Then cruise to Springwood Country Club, Hawkesbury Rd Springwood, for lunch. Excellent Josh's Bistro lunch menu; kids' meals, cold drinks.
- Peer-judged trophies for most popular Air-cooled, Water-cooled and Commercial Volkswagens. Raffle and Lucky Door Prizes too!

This event is for ALL Volkswagens - Air and Water-cooled!

**Good food, Good Company.
Kids welcome!**

Norm Robertson:
(02) 4625 7057 (message)
0409 771822 (mobile SMS)



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.

Well the next few months are very busy, with some great events coming up. We have a run down to the Robertson on Robertson Classic Car Show on Sunday, April 12th and on Sunday May 3rd is the VW Blast From The Past at Berry, hosted by the Shoalhaven VW Club. Its well worth a drive down (see the flyer), as the local markets are on at the same time. Check the club calendar for more info about convoy times etc.

Then our major event of the year, the VW Nationals, over the weekend of May 23rd & 24th, the Supersprint on the Saturday for the 1st time at Sydney Motorsport Park and then show n shine at Fairfield Show grounds on the Sunday.

I just put my entry in for the VW Nationals Supersprint, hopefully we can get a good turn up this year. We are again offering an incentive this year to attract more female competitors! They will only have to pay ½ price entry fee, so if the lady in your life feels the need for speed, tell her to get an entry in.

Chris Fraser our Supersprint secretary tells me that all the paperwork including entry forms are now up on the club website. The link is www.clubvw.org.au/2015-supersprint Please don't leave it to the last minute, or worse still, to the actual day to enter! You can make everyone's job a lot easier on race day if you:

1. Make sure your club membership is up to date and you have a membership card with you;
2. Have gained your CAMS licence well before the event, and all your CAMS paperwork with you on the day. If you already have one, make sure it's up to date.
3. Get your entry form in ASAP so that Chris can start processing it early to get you in the correct class on the day.

Otherwise this is another job that must be done on the day, which wastes valuable time on the day and can affect how soon we get on the track and how many runs you get on the day. See the club website for all information.

Our club is very short on CAMS trained officials to help out at the Supersprint. If you would like to learn how to gain your CAMS qualifications please contact Rudi 0418 442 953 and he will tell you how to go about it.

You can also pre-enter the Sunday Show 'n' Shine, which will also make your entry faster and easier. Again all the forms are on the website, at www.clubvw.org.au/2015showshine We will also need people to help us out on the day, doing simple jobs, so if you can lend us a hand to make everything go smoothly, please let me know.

Our Vintage Registrar, John Ladamatos, would like to remind all our Historic Plate owners that we would like to see your Historic Plate VW at the VW Nationals.

There's plenty happening during the rest of year, we'd love to see you and your VW (old or new) at an event.

See you soon,

Steve Carter



Kanberra Kapitel report.

Hi everyone, those chilly winds are blowing and we all know what is coming next. I have already had a few mornings of scraping ice off the windscreen.

In March we had 2 great local events, being the Shannons Wheels carshow, and the VW Drive For The Community. There are event reports for both of these in the magazine, with some pictures. They both went well and if you didn't make it this year, I hope you can make it for 2016.

Coming up in April will be a cruise to Googong. Iven is finalising the info as we speak and we'll let you know via email about this event. If you miss out due to email hassles please feel free to contact us. We are in the process of changing over secretaries and the subsequent email list is being reworked, so please yell if you miss any info.

In May there is obviously the VW Nationals in Sydney. We have a few people interested in going up as a group and we're hoping to run a small convoy and maybe coordinate accommodation etc. If you would like to join in please contact us. This is a huge show, the details are in the magazine and the website, and covers both the Saturday and Sunday. We would love to get as many locals up to the show so please ask us any questions and such you may have. If you have never been you should head up there, there is a heap to see and it can be an eye-opener.

We're also in the process of organising a few local cruises for June and July, so again keep an eye out in this magazine or your email for the information.

I am aware that our information on the club website is a bit old and we'll be working on this soon to update the info.

Also in March, we changed our meeting location and had our first club meeting at the Harmonie German Club (Narrabundah). We've been welcomed there and the general response from the members was very good. We now have a location where we can hear ourselves without the general population yelling beside us, don't have to drive laps of the carpark to get a spot, and generally can enjoy a more relaxed atmosphere. Did I mention the food? I'll just say 'huge' and let you ponder from there. All are welcome to come along, last Monday of the month, 7.30pm.

I've rabbitied on enough, catch you all soon.

Bruce



Klub Kalender.

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

April.

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.

Sunday 19th:- Huntley Hillclimb, organised by Wollongong Sporting Car Club. VW drivers are invited to our 'come and try' day. \$30 for Level 1 CAMS licence, temporary WSCC membership and entry - a cheap motorsport day. Open to first 20 novice entries. Normal entry for existing CAMS drivers. For more info go to www.wsc.org.au

Sunday 19th:- Machines & Macchiatos, organised by Sydney Machina Social Club. We would love to invite you to display a few of your wonderful VWs at our April cars & coffee day. It's a fun, family friendly event where proud owners can meet new and old friends, share a coffee, a nice brekki and their machines, at wonderful location. It's an event for everyone where you can see all types of machines - modern, classic, veteran, vintage, custom, hotrods, motorcycles...the list goes on! It's held on the 3rd Sunday of every month down at Clontarf Reserve, Clontarf, 8am - 10am. See the event flyer at our Facebook page: www.facebook.com/SydneyMachinaSocialClub Phone Sam Princi on 0438 060 821

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.

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

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 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.

Saturday 20th:- Bulga Classic Car Show and community fun day at Bulga Recreation Grounds (30 km south of Singleton on the Putty Rd). Classic cars & bikes, market stalls, music, food, wine tasting, art and performance. Club Veedub has been invited to show off our new and classic VWs. Please contact Robert McLaughlin on 0405555901 for more information.

Sunday 28th:- Norm's Fish and Chips Run 2015. Meet at McDonalds M4 Eastern Creek westbound at 9:00am for a 9:30 cruise to historic Valley Heights Railway Museum. See the railway depot, preserved big and model trains, and take a ride on the historic steam tram! Then to Springwood Golf Club for lunch. Trophies for best Air, Water and Commercial VWs, plus raffle and lucky door prizes. A fun family VW day, kids welcome! Phone Norm on 0409 771822 or email nrobertson46@optusnet.com.au

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.

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

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

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

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.

Monday 31st:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.



Trades and services directory.

Marktplatz.

All ads should be emailed to editor@clubvw.org.au

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.

New Ads.

For Sale:- 1971 factory made Karmann convertible Beetle with another good frame. No rust, needs rewiring, soft top needs repair, windscreen cracked, seats need new covers, no motor. All new seals, rear window and glass in box, additional 8-spoke 15"x 5,5" alloy wheels and more. Unfinished project abandoned due to health. Bring a trailer (Wollongong). \$2000. Contact Josef on (02) 42831431 or email dtruneck@gmail.com

For Sale:- Limited Edition V6 2005 Model VW Passat. Immaculate condition, fastidiously maintained with only 76,000ks. Suite new car buyer or collector. This car comes from my private collection and has been fastidiously maintained by European car specialists and pampered by myself (serviced every 5,000 km with the recommended fluids and genuine parts). The mechanicals, interior, exterior and electrics are all in stunning condition. This car has the 2.8 V6 engine mated to the bullet proof sportsmatic gear box (not like the gear boxes used in later models which proved to be so problematic). Being a limited edition this car features the beautiful champagne exterior with chrome highlights and a luxurious full leather interior. In addition there are custom mats, electric sun roof, heated seats, climate control, air conditioning, power windows, power/heated mirrors, central locking, icebox vent in glove box to keep drinks etc cold, alloy wheels and every conceivable gadget to make driving an absolute pleasure. Driving features include ABS, traction control, stability control, cruise control, rain sensing wipers, driving lights, 8 air bags, seat belt pre-tensioners, etc, etc, etc. To add to the driving pleasure there is an 8 speaker sound system, professionally tinted windows and a rear parking camera. This car represents German technology at it's most luxurious. Genuine reason for sale. Please contact me for further information and to view this very special motor vehicle. Please note that I have not stipulated a price as I would prefer genuine buyers to make genuine offers. Contact Dr Anthony Clarke on (02) 8854 3431, or mobile 0403 911 911 or email anthonyclarke@pobox.com

For Sale:- 1969 VW Type 3 sedan (notchback). Last of the 'small nose' models. 130,000 miles. Unregistered, but new battery and motor runs. One family car. Upholstery original, in good condition. Whire duco. Some rust in driver's door, front gusrads and rear skirt. Some restoration needed but good

Trades and services directory.

Unit 1
11B Harp Street
Campsie NSW
Australia 2194

Tel: 02 9789 1777
Fax: 02 9718 8704

VEE-DUB
SUPPLIES

KOMBI GHIA TYPE III BEETLE

KYB GENE BERG FLAT 4 SCAT WEBER

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VW & Audi SPECIALISTS

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PH: (02) 9774 3340

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PADSTOW NSW

basic vehicle. \$2,500 ONO. Phone (02) 9584 1007.

For Sale:- 1969 Beetle Chop Top, Rego CB12NW til Oct 15, Mags, SSWheel, Tacho, Colour Fireglow, 1775cc, 2B1 Stromberg. Asking Price \$8,000.00 please contact Tom on (02) 4677 2260 BH or mobile 0448 441646, or email ttwarloh@bigpond.net.au

For Sale:- Restored 1959 Beetle - Central Coast NSW. I hope your club can help me. I am forced to sell my much loved, restored 1959 VW Beetle - a very sad day ☹. I would like her to go to a good home that will appreciate, love and care for her original form. So rather than advertising on the usual car sale sites I thought your club members would be a good place to start. Her brakes and gearbox have just been over-hauled, she is reliable with no money to spend. I am asking \$16,500 ono. I would be happy to send more photos to any no-time wasters. Can you help me? Please phone Sharon on 0406 554 498, or email nj.spence60@bigpond.com

For Sale:- Rebuilt 1776 engine. Suit most models. \$1900 ONO. Contact John 0449 236 076 for more details.

For Sale:- For Sale: Personalised plates for the ACT. The

Trades and services directory.

Trades and services directory.

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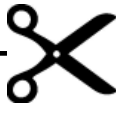
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Passat wins European Car of the Year.

The Volkswagen Passat 8 has been presented with the 2015 European Car of the Year award prior to the start of the Geneva motor show.

This year's European Car of the Year award was decided by a 58 member jury drawn from publications across the European Union.

In the final round of voting, the Volkswagen Passat scored 340 points, easily beating out its closest contender, the Citroen C4 Cactus on 248 points. Rounding out the podium places was the Mercedes-Benz C-Class, which finished with 221 points.

In the organising committee's words, the Passat won because it was a "typical VW in that it delivers quality and functionality in every aspect". They also noted that while the new vehicle is lighter and has a smaller footprint than the outgoing model, it is also stiffer and roomier than the previous-gen Passat.

The standings for the finalists are as follows:

1. Volkswagen Passat - 340 points
2. Citroen C4 Cactus - 248 points
3. Mercedes-Benz C-Class - 221 points
4. Ford Mondeo - 203 points
5. Nissan Qashqai - 160 points
6. BMW 2 Series Active Tourer - 154 points
7. Renault Twingo - 124 points

The winners over the last decade includes:

- 2014 - Peugeot 308
- 2013 - Volkswagen Golf**
- 2012 - Opel Ampera/Chevrolet Volt
- 2011 - Nissan Leaf
- 2010 - Volkswagen Polo**
- 2009 - Opel Insignia
- 2008 - Fiat 500
- 2007 - Ford S-Max
- 2006 - Renault Clio
- 2005 - Toyota Prius
- 2004 - Fiat Panda

It will be interesting to see whether the Australian car awards follow the European lead, as they have done previously with the Polo and Golf's wins. The Passat 8 is due for local release later this year and will be in line for all the local awards. Stay tuned.

New Passat Alltrack.

The 2015 Volkswagen Passat Alltrack has been uncovered ahead of its debut at the 2015 Geneva motor show.

The second-generation version of the rugged, all-wheel-drive Passat Alltrack wagon (which is based upon the eighth-generation Passat) follows a familiar theme, with off-road-inspired body cladding, heavy duty bashplates on the bumpers, and suspension that's raised by 27.5mm.

The styling is further emphasised by new alloy wheels (available in 17-, 18- or 19-inch sizes), while silver exterior highlights, new roof rails and plastic cladded wheel arches round out the exterior changes.

Volkswagen Australia has confirmed the new-generation Passat Alltrack will arrive in Australia in 2016, possibly within a few months of the regular Passat sedan and wagon range going on sale (fourth quarter of this year).

In Europe there are a broad range of engines to choose from, including two turbocharged petrol four-cylinders (a 1.4-litre with 110 kW and a 2.0-litre with 162 kW), and three turbo diesel options (all 2.0-litre capacity, with outputs of 110 kW, 140 kW or 177 kW).



It is not yet clear what engines will be offered for the Australian Passat Alltrack, but in all likelihood VWA will offer the high-output petrol and diesel drivetrains, both with dual-clutch automatic transmissions as standard.

Those versions are equipped with VW's XDS+ traction management system that can assist power delivery during cornering. An Off Road mode is also added to all models, with that driving mode joining the standard Eco, Sport and Normal modes.

Stay tuned for more on the Volkswagen Passat Alltrack closer to its local release.

New Touran.

Also unveiled for the Geneva motor show is the third-generation Volkswagen Touran small MPV.

Measuring 4527mm from front to rear, the new Touran is 130mm longer than the outgoing model. Much of that increase in length has been passed on to the wheelbase, which now measures 2791mm or 113mm longer than before.

The new MPV is 41mm wider than the old model at 1814mm, but with an overall height of 1628mm, the roof is 6mm closer to the ground than before. The Touran will be available in both five and seven seat forms.

Like the latest versions of the Golf, Passat and Skoda Superb, the new Touran is based on Volkswagen's MQB flexible component matrix for transverse-engined front- and all-wheel drive vehicles.



Options on the new Touran include LED head- and tail-lights, keyless entry and hands-free boot operation. The Touran can be specified with an R Line interior and exterior styling package for a sportier look.

Available safety technology stretches to emergency braking in the city, adaptive cruise control, automated parking, blind spot monitoring, rear cross traffic alert, and trailer assistance. Automatic post-collision braking and an electric parking brake are fitted as standard on all new Tourans.

On the inside, the Touran features fold flat second and third row seats, and a touchscreen entertainment system with screen sizes ranging from five to eight inches depending on the trim level. Some systems will be fitted with DAB+ digital radio, as well as Apple CarPlay, Android Auto and MirrorLink smartphone mirroring technologies.

In Europe, the new Touran will be offered with a choice of three turbocharged petrol engines: an 81 kW 1.2-litre, 110 kW 1.4-litre and a 132 kW 1.8-litre. There are also three turbo-diesel motors to choose from: an 81 kW 1.6-litre, 110 kW 2.0-litre and a 140 kW 2.0-litre.

All drivetrain variants feature automatic engine stop/start and battery regeneration on braking as standard.

The new Touran goes on sale across Europe from September 2015.

Sadly it is most unlikely that the new Touran will be sold in Australia. Being designed for the purpose it is arguably a better compact people mover than the Caddy Life, a converted commercial van, which VWA chooses to sell here. However VWA rejected both the first (2003-2008) and second generation (2008-2015) models, and the Touran has never



been sold here. Kurt McGuinness, VW's Australian public relations manager, has previously said, "We have no plans at this stage, but we will continue to monitor the segment."

Golf wins US COTY.

The Volkswagen Golf 7/GTI and Ford F-150 have been named the 2015 North American Car and Truck/Utility of the Year at the press day at the recent Detroit Motor Show.

The Golf faced some seriously stiff competition from its runners-up, the Ford Mustang and Hyundai Genesis. But the Golf has been a highly awarded vehicle since its launch, including recently being named Motor Trend's COTY.

As for the Truck/Utility award, it wasn't immediately clear that the aluminium-bodied Ford F-150 would win the North American honor, topping the Chevrolet Colorado and Lincoln MKC. The Chevy, after all, has been widely praised since arriving this fall, including taking home MT's Truck of the Year award.

In 2014, Chevrolet had a sweep of the NACTOY awards, with the Corvette Stingray and Silverado winning.



Here's a look at the 2015 North American Car and Truck/Utility of the Year voting breakdown. As you can see, it wasn't exactly neck and neck.

Car of the Year:

* **Volkswagen Golf/GTI - 256 points**

* Ford Mustang - 204 points

* Hyundai Genesis - 110 points

Truck/Utility of the Year

* Ford F-150 - 297 points

* Chevrolet Colorado - 205 points

* Lincoln MKC - 68 points

The winners were determined by the votes of 57 North American jurors who work in all forms of media - magazine, newspaper, television, online and radio, and their ballots were tabulated in secret by accounting firm Deloitte & Touche. Autoblog editors Sharon Carty and Chris Paukert are members of the North American Car and Truck/Utility of the Year jury.

This adds yet another trophy to the Golf 7's cabinet, which already includes the 2013 World Car of the Year, 2013 European COTY, 2013 Japan COTY, 2013 CarsGuide COTY, 2013 Wheels COTY, 2014 UK What Car Best Estate Car, and 2014 US Motor Trend COTY.

Sport Coupe Concept GTE.

The Volkswagen Sport Coupe Concept GTE has been revealed in full on the night before the 2015 Geneva motor show.

According to Klaus Bischoff, head of design at Volkswagen, "the Sport Coupe Concept GTE is a car that we position above today's Volkswagen CC", that has been developed to "elicit an 'I want to have it' feeling".



Based on the transverse-engined front- and all-wheel drive MQB component set, the Sport Coupe Concept measures 4869 millimetres from front to back, is 1865mm wide, stands 1407 mm tall and sits on a 2841 mm wheelbase. This makes the four-door "coupe" concept 103 mm longer, 33 mm wider and 49 mm lower than the next-generation Passat, while sitting on a wheelbase that's 51 mm longer.

The Sport Coupe GTE features an interior that takes the Passat's horizontal theme to another level. Ahead of the driver is a 31.2 cm active instrument display that uses a 3D ambient light effect to eliminate the usual screen bezel.

In the centre of the dashboard there's a 25.6 cm touchscreen display, while at the rear there's a 31.2 cm touchscreen, as well as two 25.6 cm monitors embedded into the back of the front seats' headrests.

Under the skin, the concept car features a plug-in hybrid drivetrain with a total of 279 kW at its disposal. Under the bonnet there's a turbocharged 3.0-litre direct injection V6 churning out 220 kW and 500 Nm of torque.

This is connected the front wheels via a six-speed dual-clutch transmission that incorporates a 40kW/220Nm electric motor. Powering the rear wheels is an electric motor

with 85 kW and 270 Nm to its name.

Volkswagen claims that the Sport Coupe Concept GTE can race from 0-100 km/h in 5.0 seconds flat and hit a top speed of 250 km/h. Thanks to the 10.7 kWh battery pack installed along the spine of the car, electric-only driving range is said to be at least 50 kilometres, with the overall fuel consumption figure estimated to be just 2.0 litres per 100 kilometres.

Depending on the situation, the Sport Coupe Concept can operate as either a front-, rear- or all-wheel drive vehicle.

2017 Tiguan to be Mexican.

A three-row, seven-seat version of the redesigned 2017 Tiguan has been confirmed for production at Volkswagen's giant Puebla assembly plant in Mexico.

News of the new seven-seat Volkswagen Tiguan isn't groundbreaking - Zeitschrift reported on it several times in 2014 - but this confirmation that the new model will be built in Mexico comes following the announcement of a further US\$1 billion (\$1.31b) investment into VW's Puebla plant.

The Puebla plant has been operating since 1964 and originally built the air-cooled Beetle, including the very last one in 2003. Since then it has been greatly expanded and is the largest car factory in North America. It employs 16,000 workers and can produce more than 500,000 vehicles a year. The expansion will add another 1,900 workers.

That undoubtedly means the main focus of the move is to shore up the company's market share in North America, but it is unconfirmed at this point in time as to whether both left- and right-hand drive versions of the longer Tiguan model will be built. The current Tiguan for Australia is built in VW's home factory at Wolfsburg, and the model is also built in Kaluga (Russia) and Shanghai (China) for other markets.



It is expected that Volkswagen Australia will take the future seven-seat Tiguan from Mexico, as VWA already imports the Mexican-built Jetta, Golf Wagon and Beetle in RHD form. Pueblo makes these models in both RHD and LHD for world markets. However VW Mexico also makes other models in LHD only, such as the Golf, and Vento and Bora (older Jettas), but these are mostly for North American consumption. A spokesman for VW Australia has commented that it was "too soon to say".

Production of the three-row Tiguan will be capped at 500 units per day, with a release from the brand stating it "will be supplied to North and South America, as well as other world markets (excluding the European Union and China)".

The car will commence production late in 2016, reaching markets in 2017, according to a statement from Volkswagen Group of America. The company's president and CEO, Michael Horn, said that localising supply is set to improve sales in the US market.

"Localization has become key to safeguarding our competitive position on the global market and manufacturing the Tiguan in Mexico will bring production closer to the US market," said Horn, indicating that approximately 90 per cent of VW products will be built in the NAFTA (North American Free Trade Agreement) region.

The new, longer Tiguan will likely span 4.7 metres in length (about the size of a Hyundai Santa Fe), up notably over the current 4.4m model, and will feature a boot space of more than 500 litres. The seven-seat model will be built as an aside to the regular five-seat Tiguan, while a Cross Coupe model could also be offered.

At the Detroit auto show, Horn said that the new model will be more of a 5+2 seater, rather than a proper big bus.

"The third row in the compact SUV is more for emergency for smaller children, so the comparison, if the family wants a true seven-seater they will not consider the compact SUV. We clearly keep them apart," he said, referring to the larger SUV that is destined to be based on the CrossBlue concept and slated for construction in VW's plant in Tennessee in a few year's time.



VW Tennessee expands.

Construction is underway at the Volkswagen Chattanooga manufacturing facility in the USA, in preparation for production of the new 'CrossBlue' mid-size SUV. The first phase of construction started in early January 2015 and will continue for the next two years.

"This is a very exciting time in the history of Volkswagen Chattanooga," said Christian Koch, CEO of Volkswagen Chattanooga. "A lot of hard work is going into adding this second vehicle line to the plant, but it is crucial to our efforts to move forward in America."

The Chattanooga plant opened in 2011 and builds the US-spec Passat, a completely different vehicle from the Euro Passat sold in Australia. It currently occupies 180,000 m² and employs over 2,000 workers for a capacity of 150,000 vehicles a year. A total of 47,650 square metres will be added to the 180,000 m² existing plant, and the assembly, body and paint shops will each undergo a major expansion to accommodate the new SUV line.

"The all-new midsize SUV is a vital component in Volkswagen's growth strategy for the US market, meeting the demands of the customer and dealer network," said Michael

Horn, president of Volkswagen of America. "We're thrilled that work has begun on the expansion of our US manufacturing home, Volkswagen Chattanooga, the facility that will be responsible for building the midsize SUV and home of the award winning (US) Passat."

The body shop will add additional space on the north and south sides of the plant, the assembly shop will expand to the west, and the paint shop will add a complete second automated production line. A new warehouse will also be built at the east side of the plant.

"We're excited to see the construction under way," said Hamilton County Mayor Jim Copping. "This means jobs and opportunity for construction workers and vendors over the months to come. Ultimately this brings us closer to the day when Volkswagen will be hiring 2,000 workers to produce their new SUV."

Soon the National Engineering and Planning Centre will take up temporary residency in a building adjacent to the factory, as hiring for the more than 200 engineers is now underway. Headed by Dr. Matthias Erb, the centre will serve as a high-level research and development hub and will house product-related functions such as technical scouting, innovation management, and product management.

Also in the planning stages is the Volkswagen Visitor Centre, which will be located 30 km from the factory in downtown Chattanooga and is set to open in mid-2016.

Production of a facelifted US Passat is scheduled to start in mid-2015. The new Midsize SUV, which was assigned to be built by the Chattanooga plant in the summer of 2014, is scheduled to be in production by the end of 2016. If RHD production begins, US-made VWs could be sold in Australia in 2017 or 2018.

Beetle in jeopardy.

Volkswagen is trying to improve efficiencies and cut costs. That means producing more models across its various brands based on the same platforms and powertrains, but the latest word from Germany has it that it will also mean cutting some of the VW brand's less successful models.

First on the chopping block, according to German publication Der Spiegel, is the three-door version of the Polo, which will reportedly cede its place to the five-door version exclusively. The three-door is not sold in Australia anyway.

The elimination of that model alone is said to save VW a good 200 million Euro, putting it on its way towards reducing the brand's costs by a targeted five billion Euro overall.

The Polo isn't the only one in danger, though. The Eos has already been discontinued, and despite rumours of Passat cabriolets, it is not due to be replaced. Now the future of the current Beetle could be in jeopardy as well. The Beetle could possibly be one of VW's most iconic models, at least to Americans, but is hardly its most successful in terms of sales.

The most recent full-year sales figures show Volkswagen selling just 109,517 Beetles worldwide in 2013. That may be more than four times the number of Scirocco models it sold, but hardly puts a dent in the 871,413 Jettas, 824,629 Golfs and 725,291 Polos it sold during the same year.

The previous 1998-2011 New Beetle was a success in the USA, due to its retro cutesy styling that appealed to female US buyers. The current Beetle was redesigned to look larger and more masculine to appeal to men as well as women, but now it seems to have ended up not appealing to either. Retro styling can only go so far, and in most markets the Golf offers much more choice and practicality for a similar or lower price.



Martin Winterkorn was born in 1947 and studied metallurgy at the University of Stuttgart, gaining a doctorate in 1977. He worked as a technical engineer and manager for Bosch until 1993, when he was appointed quality assurance boss at Volkswagen AG. In 1996 he became VW's Technical Development boss and member of the VW board, and in 2002 became the CEO of Audi AG.

He succeeded Bernd Pischetsrieder as CEO of Volkswagen AG on 1 January 2007. In 2012 Winterkorn was named one of "The Men of the Year" by Top Gear magazine for his role in Volkswagen's success, including overtaking Ford and GM and aiming to overtake Toyota as the world's largest car company by 2018. VW almost achieved this goal in 2014.

But at the age of 67, Winterkorn's retirement is approaching. He has already given the reins of the VW brand to former BMW board member Herbert Diess, while Andreas Renschler, a former Daimler board member, is heading up VW's Commercial Vehicles group.

Now, Winterkorn has made some statements to a German weekly that indicate the most important thing about his successor isn't necessarily his (or her)

previous employer, so much as their qualities as a leader and an engineering background.

"A Volkswagen boss has to have a big affinity to our products. He needs to be close to customers and he needs to have a relationship with dealers," Winterkorn told Stern. "Like always, it depends on the personality and it also helps if the candidate is an engineer."

A few potential candidates from within were suggested, including Porsche boss Matthias Müller, Audi Chairman Rupert Stadler and engineering guru Ulrich Hackenberg, in addition to both Diess and Renschler. And while each candidate has a lot of potential, the only thing that's guaranteed right now is what Winterkorn has already said:

"The decision about who will succeed me is not an easy one for the supervisory board."



Next VW boss.

Companies have two options when coming up with succession plans - hire within, or go outside its ranks. Either choice comes with advantages and disadvantages, to be sure. Hiring within means generally getting someone familiar with the company and its culture and traditions, while going outside is ideal if you're looking to shake things up and bring in fresh ideas.

It's unclear which avenue the Volkswagen Group will go down when it comes time to replace its head man, Dr Martin Winterkorn, but he isn't ruling out a trip outside of Wolfsburg.

The Toy Department.

Greenlight diecast model cars made their first impression into the market about 6 years ago, and in particular to the large 1/18 scale Beetle and split-window Bus releases.

In recent years we have seen these replicated in various forms in the Motor World 1/64 scale range in blister packs and special edition diorama sets containing two Beetles and two split-window Buses.

I am please to let you know that more work is being done on a new Vee Dub series being number 1 of series of at least 3 different sets of 6.

Here is a sneak preview of the first tooling in 1/64 scale.



Shannons Wheels car show. Sunday 8th March.

Shannons Wheels is a huge show put on in the ACT and covers all makes and models – every club is invited to attend and you can quite a huge diverse collection to look at. This year was no different and Club VeeDub had a small display there to show to the public. The show is held on the shores of Lake Burley Griffin which provides a very scenic backdrop.

To show the water-cooled side of the club, we had a Jetta, Golf, T5 Kombi and Amarok, and on the air-cooled side the club displayed around 5 Beetles and 4 Kombis. We fielded a number of enquiries during the day and had some time to wander the other

SERIES 1

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|---------------------------------------------------------------------|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| 28790A - 1964 Volkswagen Type 1 Split Window Beetle Glass Black | 28790B - 1968 Volkswagen Type 1 Split Window Beetle Coral Red | 28790C - 1968 Volkswagen Type 1 Split Window Beetle Rosetta Green |
| 28790D - 1969 Volkswagen Type 2 Bus Titan Red/Cloud White | 28790E - 1973 Volkswagen Type 2 Westfalia Camper Bright Orange | 28790F - 1977 Volkswagen Type 2 Champagne Edition Bus Agate Brown/Atlas White |

The Kombis are very exceptional which include a low light Microbus, highlight Westfalia camper, and champagne edition two-tone brown Microbus. Another variation would be a 1979 green Kombi in the diorama camping series.

Word has it that they are due to be released later this year. Whist this a sneak preview you just never know what other variations or colour schemes will be released, but for now I will keep you posted.

Tony Bezzina
kbezzina@bigpond.com



1:64 MOTOR WORLD DIORAMAS CAMPSITE CRUISERS #58022

| | |
|----------------------|-----------------------------------|
| 1967 Dodge D-100 | 1979 Volkswagen Type 2 Camper |
| (2) figures | 2014 Jeep Wrangler |





displays to check out the other marques.

Thanks to Willie for coordinating our display this year, and of course we hope that all of the attendees enjoyed their day at Wheels 2015.

VW Drive For The Community 2015. Sunday 29th March.

The Canberra VW Drive For The Community was first run in 2014 as a fund-raising effort in the ACT area for the Canberra Hospital Foundation. The event consists of a VW convoy under police escort, which winds its way through the north side of Canberra and culminates in a VW fun day at Thoroughbred Park (Mitchell). All entrants pay a fee which goes to the fund-raising effort, and each entrant gets a raffle ticket in the VW-related prize that is drawn on the day.

This year, the convoy of over 160 Volkswagens left





from Mitchell and drove to Anzac Parade and back, having no issues with 'civilian' traffic as the Police stopped the traffic at every entrance. It was great seeing all of the cars in a line especially when we were turning around and they were heading past us the other way! All of the cars had a special VW flag flying off their window and it added to the interest of the convoy.

The fun day afterwards included the drawing of the raffle for 2015. This year, they raffled off the last Volkswagen Up! For Australia. I believe that it was the last one allocated



from VW Sydney, and it had been decorated by a local artist to certainly make it something spectacular. Apart from the speeches, there were plenty of food stalls, activities for the kids, and of course all of the Volkswagens on display to look at.

Our local ACT VW dealers – Lennocks and Slavens – played a major role in the event and should be mentioned in appreciation of their support.

The club has discussed plans how we can support the day for 2016 and certainly will look into this when they are planning. We had quite a number of club cars in attendance at the event and I am sure that everyone enjoyed the day. Thank you to everyone who played a part.

Bruce

30th Anniversary Run. Sunday 8 March.

Our club's first-ever get-together was a gathering at Parramatta Park, on Sunday 10 February 1985. After advertising in the Daily Telegraph and the Trading Post (remember that?!) we gathered together in front of old Government House. 19 VWs turned up, according to the first issue of Zeitschrift. We didn't intend going anywhere, and after an informal 'meeting' and a few speakers we just stood and talked to each other. Later some of us drove to John Watt's place at Windsor, where we drank all his beer and soft drink and watched 'The Love Bug' on VHS. That was incredible technology in 1985.

Our first-ever club 'run' was Sunday 31 March 1985, when we again met at Parramatta Park. We had advertised a cruise to St Albans, but the newspaper ads didn't specifically

say we were going to leave Parramatta Park. We had a good turnout, and left rather later than the 10:30am departure time, but apparently quite a VWs turned up after we'd gone, didn't know where everyone was and went home. The 'cruise' was a shambles as the lead car went too fast and many people got lost. Then some chose the wrong ferry at Wisemans and hit the dirt and gravel. "The Club has blundered, but in doing so we've learned a lot," wrote the then-president Chris Edwards, who left the club shortly after.

Ten years later in 1995, we did another run from Parramatta Park to St Albans to celebrate our 10th birthday. Dave Birchall was the organiser, and the late Rob Jurgensons wrote a report for the March 1995 issue of Zeitschrift. It rained heavily, but even so 25 VWs turned up. Leigh Harris blew his engine at the start; Brian Walker led the convoy while Sebastian Semos' oval struggled to keep up with Keith Haesler's hot Beetle. The convoy again took the dirt (mud) road, where quite a few VWs turned back and the rest pressed on, some spinning out in the dirt. Rob got a flat on the way home.

I wrote in the February 2005 issue that "we should have a run to St Albans after the VW Nationals", but this didn't come to pass. With a Flat Four run soon after, then Kira's Kangaroo Cruise, and the Sawtell Winter Break, it sort of got forgotten at that time.

But not in 2015! It was time to do a proper run from Parramatta to St Albans to celebrate our 30th birthday. With Lily now 14 and able to help me, we could advertise it properly (so everyone knew the routine); do proper instructions (so no one would get lost); go the right way (no dirt roads) and hopefully, no blown engines or flat tyres this time.

The first thing we discovered was that Parramatta Park had been redeveloped. The large car park in front of Government House was gone, landscaped into a historical interpretive grassy garden with only a few parking places left. Plus, on the Sunday I worked out the route, the park was closed to all traffic for a private function. We would have to have a different start, so we settled on Hungry Jacks at North Parramatta. That make it possible to have brekkie and coffee, and a toilet stop first.

On the day we got there a little early at 8:45am, but there were already a dozen VWs at Hungry Jacks enjoying the morning. I grabbed a cheeseburger and a couple of drinks, and Lily ate my chips while we chatted with the VWs owners already there. Cars continued to arrive, so we grabbed the pile of navigation sheets and biros and handed them out to each car. We'd printed off 60 sheets and we used more than half – what a great turnout.



There was no time pressure, so drivers were able to depart when it suited so long as it was not long after 9:30. By 9:45 most VWs had departed up Windsor Rd, and only a couple of stragglers remained. Lily and I stayed until just after 10am, in case there were any latecomers (there weren't).



We sent the cars on a scenic drive through Castle Hill, Glenhaven and Annangrove, Rouse Hill, Nelson, Scheyville, Cattai and South Maroota before they rejoined the Old Northern Road for the Webbs Creek Ferry and the tarmac St Albans Rd to the end. We had written detailed instructions, so no one should have gotten lost if all directions were followed, but Lily and I could go directly from the start to the end and arrive before everyone, even leaving half an hour after everyone else.

As we waited to go on the Webbs Creek Ferry along with a dozen motorbikers, a long line of VWs suddenly pulled up behind us. We had only just made it before them! We were able to mostly cross together, then drive in a convoy to the finish along the scenic St Albans Rd,





St Albans is only a tiny isolated township, with the historic sandstone pub front and centre beside the river just after you cross the rickety wooden bridge. The VWs parked beside and nearby the pub, and we sought tables in the shade in the large grassy beer garden. It was pleasant sunny Sunday, and the beers were nice and cold. A small jazz duo were entertaining the patrons in the garden.

The VW teams enjoyed a relaxing lunch and drinks, chatted happily together and occasionally wandered about looking at the cars as the kids climbed the tree or chased the chooks. There were plenty of other Sunday day-trippers enjoying the pub too, and they also wandered through the VWs and chatted with the owners. The pub's food was a little pricey, but very generous and tasty.



were at their first club event. The best water-cooled was beautiful blue Golf R, although Lily also liked another smoky grey Golf R that came along. Both owners collected their trophies, then the trophies for the navigation run questions were handed out. Leigh and Belinda were first, followed by Dave and Sue, and Zoran was third.

Thank you to everyone who came along to celebrate our club's 30 th birthday! It was great to see so many familiar faces, and also quite a few faces from many years ago!

In case you are wondering about the answers to the questions, here they are:

Who makes the donuts for sale? Krispy Kreme, as sold in the 7-11 petrol station.



At 2pm the jazz duo took a break, and we were able to borrow their mic and PA for the brief trophy presentation. Lily had decided on the two 'car of the day winners' and was going to do the speech but had a sore throat and was hobbling on crutches after her school tap dancing injury a few days earlier. So she was content with handing over the trophies while I did the mic work.

She decided the best air-cooled VW was a lovely red Karmann Ghia cabrio, owned by a couple from Victoria who





What entertainment is there on Friday nights? Karaoke, at Northmead Bowling and Sporting Club.

What is the only fruit that contains fat? (hint—a VW paint colour) Avocado.

How many km is it to Richmond? 32 km.

What sort of car did Leo McKern drive in the 1987 film Travelling North? An orange 1974-78 VW Kombi Campmobile.

Welcome to? Castle Hill.

Which famous car dealer USED to be on this corner? Tony Packard Holden, just up the Windsor Rd from Baulkham Hills.

What is the name of the Volkswagen dealership? Castle Hill Volkswagen.

Who was Herbie's owner and driver in 1969 movie The Love Bug? Jim Douglas, played by Dean Jones.

What creek do you cross over? Cattai Creek.

What wildlife should you watch out for? Kangaroos.

What sport would you play at the Family Multi Sports Centre? Table Tennis.

What was the former motor racing circuit in this area? Amaroo Park.

What is the Volkswagen specialist company? Volksmüller.

Welcome to? Nelson.

What is really rusty on the left? A boat / yacht hull.

The street you pass is named after a character from which TV show? McHale's Navy.



Which actor played that character on that TV show? Ernest Borgnine.

Who was the oldest of the five Spice Girls? Geri Halliwell (Ginger Spice).

What is the diameter of the cylinders (ie the bore) of a VW Superbug? 85.5 mm.

Which type of lolly was the favourite of both Harry Potter and Ronald Reagan? Jelly beans.

How much does it cost to join Riverside Oaks Golf Resort? \$2,998 p.a.

Trivia—what is the maximum number of clubs a golfer is allowed to carry? 14.

What sort of car does Penny drive in the TV show Big Bang Theory? A VW Rabbit (Golf 1) Cabriolet.

Which US state executes the most number of convicted criminals? Texas.

How many km to St Albans? 31 km.



The sheep station is named after which WW2 battle? Tobruk.

What is the fine for smoking on the ferry? \$1100.

How far is it to St Albans? 20 km.

What was the first water-cooled VW model sold in Australia? Passat, 1974.

Which rugby league club has won the most premierships? South Sydney (21 of them - yay!)

What river flows through Port Macquarie? Hastings.

In which country are VW Caddy vans made? Poland.

Who was the Australian cricket captain during the Bodyline series? Bill Woodfull (NOT Don Bradman)

Who has been Club VW's raffle officer since 1991? Christine Eaton.

What 1980s TV show was set in Wandin Valley? A Country Practice.

TIE BREAKER: How many VWs were imported into New Zealand in 1954? 1,203.

Phil and Lily ☺



towed all the way home free of charge but they said it was an insurance job. I rang up my insurance company which is LSV (Lumley Special Vehicles) and they gave me a claim number to get the Kombi towed into Cooma and have it repaired at Cooma Auto Electrics.

The auto electrician worked on it for about seven hours on that Thursday afternoon and by Friday morning it was ready to go. The weather was cloudy, cold and patchy rain all day so we decided to head back home hoping to make the trip another time when the weather is suitable to walk Mt. Kosciuszko. On the way back we stopped at Goulburn to visit a friend of mine who is very cluey with Kombis and when he took a close inspection of the damage, he shook his head and said, "Joe you must have a very good guardian angel looking after you."

I got a quote from T.N.T. Auto Body Repairs in Toongabbie to respray the engine bay area (\$2012) and another quote from Vintage VeeDub to drop the engine (\$973). Boris looked after me very well. He removed everything from the engine bay, batteries, elec fuel pump, tail lights and sealed all the wiring in plastic to make sure T.N.T. will not spray over the wiring, made their job so much easier.

When the mechanic removed the fuel line hose from the tank to the carbys he said to me, "Joe you should get

Kombi fire claim.

If you drive a Kombi you may find this story interesting because it could happen to you.

In February this year, me and a friend from Macksville made plans to visit my brother who owns a property in Peakview, which is about 42 km north-east from Cooma heading towards Captains Flat. The plan was to travel to Thredbo where we would get the chairlift and walk to the top of Mt Kosciuszko....did I spell that right? (yes you did – Ed.)

Actually it wasn't a good start because when he arrived at my place in his Toyota Ute, he discovered that he had a companion travelling with him all the way from Macksville hiding behind the passenger's seat – a red belly black snake! He quickly locked the doors and windows and I called someone from the RSPCA who put me onto a snake retriever or catcher whatever you want to call him. When he came over, the snake had disappeared, found its way through a tiny hole in the firewall and probably made its way to the creek about 200m away.

Anyway the next morning, the 11th February, we were on our way in my Kombi. The weather was fine until we got to Captains Flat, then the heavens broke open and the rain tumbled down. It was a rough trip from there on gravel road. When we finally arrived at my brother's property, drove through the open gate up to the homestead and as I pulled over, I spotted black smoke from the side mirror coming from the back of the bus. We very hastily got out and to my horror saw fire gushing from under the engine bay area, driver's side. It was pot luck that there was a hose nearby. My friend Peter quickly grabbed it and put out the fire.

However the engine kept running on two cylinders. A spark must have caused a short to the coil, so to stop the engine running I disconnected the terminals from the battery. When all the panic was over, I looked inside to see what caused the fire and just as I suspected the brass tube that fits into the right carby worked its way loose and the fuel hose was hanging down scorched black.

I have Premium membership with the NRMA road service, so I called them up hoping to get the Kombi



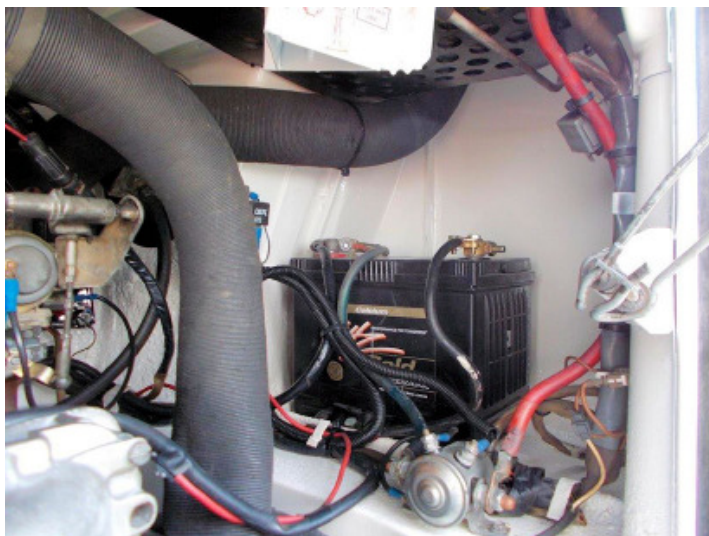


While the engine was out, he removed and re-bushed carbys throttle plates, installed a block off plate in place of old mechanical fuel pump, adjusted valve clearances, replaced leaking oil pressure switch and leaking oil breather box gasket, removed flywheel and replaced leaking oil seal and o-ring and two balance pipe rubber elbows and safely wired up the two carburetors' incoming fuel hoses. He also replaced a CV boot and adjusted rear brakes and hand brake.

This whole exercise has cost LSV: \$220 towing from Peakview to Cooma, \$706 electrician's fee, \$400 to tow body from Campsie to Toongabbie and return, \$2012 spray job and \$973 to Vintage VeeDub. As I'm writing this story I'm still waiting for a refund from LSV for the \$706 I paid to Cooma Auto Electrics, hopefully it's in the mail soon.

yourself a lottery ticket, look how scorched the fuel line and the fuel filter are, you're so lucky the fire didn't penetrate through. And with the tank three quarters full of 98 octane fuel, the Kombi was a time bomb waiting to happen. And you drove the Kombi with this damaged fuel hose from Cooma to Sydney?!"

I've learned a big lesson from this unpleasant adventure even though it was a blessing in disguise because the engine bay area is looking like brand new. It's important to regularly check the condition of all the fuel hoses, not only in the engine compartment, but also under the vehicle above the gearbox area and if it's a Beetle, Ghia or Type 3, check under the front petrol tank as well. No.1 Safely wire up the fuel pump (pressure side) and carburettor (incoming). 2. Replace the fuel hoses every two years, even if they appear to be still in good condition because a small amount of Ethanol in modern fuels will slowly deteriorate the hoses until you will experience a sudden loss of power followed by a fire.



(Never use E10 in air-cooled VWs anyway – the ethanol changes the fuel/air mixture, dissolves rubber AND absorbs water, rusting the metal petrol tank - Ed). 3. Always carry a fire extinguisher, they are cheap approx. \$20 to \$30 and hopefully you'll never need one, but maybe you may get someone out of trouble. Boris from Vintage VeeDub gave me this very sound advice and you know what they say: When in doubt, ask an expert – and Boris is an expert in his field.

Joe Buttigieg

From our website.

Here are some more examples of real messages left on our Club website. All of these messages were posted in early 2012, three years ago. They're interesting to read.

All of these messages did receive courteous and informative replies from our committee, namely Bob, Aaron or Raymond. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



10/4/12 I'm looking at buying a 1971 Karmann Cabriolet Beetle - the car is fully restored and the asking price is \$25000. Is this a fair price? I will be up for considerable costs transporting the car from NSW to Qld and then registering it. Thanks, Colleen

10/4/12 Hi VW Nationals. We would like to set up stall in swapmeet to sell our collection of VW models. How do I book a site? thanks Ian

11/4/12 Dear Sir, we are presenting our Club here in Cali, Colombia. Please feel free to pay us a visit at www.facebook.com/groups/clubvwcali. Thank you very much, Luis F Velez VW Club Cali Colombia.

11/4/12 Hi, my partner and I are getting married in September next year and would like to go in a Kombi van. I was wondering if you can hire/rent one and if so, what would the average costs be? We would only need one car and it is in the MacArthur/Wollondilly area. Thanks, Ashli

12/4/12 I have a 2006 Golf TDI auto [55,000kms] since new and would like to obtain full details of what is done in each service. Also, how often does the auto gearbox need an oil change/ service etc? This data is very hard to come by. It is not in the car H'book. Can you give me the contact details of someone knowing and reliable? With thanks and best wishes Bruce

13/4/12 Hi I have a VW Kombi for sale and I'm travelling down the coast to Melbourne. If you have anyone interested in a Kombi I would appreciate it if you could pass the information on. please contact me if you would like to know more. Cheers Jamin

15/4/12 I see your site mentions my father Peter Webster - I

have some photos of the marinised VW he built - if you are interested I could scan them and send them over. Regards Tony

17/4/12 I just bought a car sale ad and i would like to advertise my car but how do i do that? Any links? Michelle

17/4/12 Hi Guys Could anyone help me? I have a 1970 beetle registered as a convertible in NSW but requiring a 'Blue Plate' in QLD. Does anybody know who in NSW may have done the conversion?? Kind Regards Peter

18/4/12 Hi first time entry dont know the Categorie to put car in can you please give me a call thanks Maurice

19/4/12 Can you please advise contact details of a member in the New England region of NSW (near Inverell) who would be willing to help a public library customer determine the approx. value of his 1974 VW panel van which has had a variety of modifications made. Thank you Sonya

20/4/12 Hi, I found out this VW site and very interested the history of VW Australia. I got 1967 Beetle which produced in Australia. And I am in

trouble, when I applied document to registered this beetle, my VIN and number of engine couldn't be certificated the genuine of VW. Because my bug's VIN was started in 19, but I could proved this owing to this site. Thank you very much. About the number of engine is started SFF - Rikiya

23/4/12 G'day guys - just chasing down to see if anyone in the club has a Beetle done in the HERBIE graphics etc. If so, can you please put them in touch with myself. Myself and some other movie car owners are looking to put a little social group together. Kind regards, Darren.

24/4/12 Hi, I was just wondering if you have to book a site for the swap meet at the Nationals??? if so how??? if not, what time do you have to turn up?? Thanks Ray

27/4/12 Hi, I have recently purchased a VW Golf VR6 privately, and on getting it back to Warwick, and doing a compression test, it appears I need to do the rings and bearings. Can you point me in the right direction, re getting hold of these parts at the right price. It's a 1994 VR6, done about 156000 kms. Henry

27/4/12 Will there be parking inside showground for tow car and trailer at VW Nats if I enter show and shine with non rego beetle. Thanks Adrienne

29/4/12 Hi we are looking for two VW Beetles to be used in a permanent Art installation "Yin & Yang" Any assistance in finding the suitable donor cars would be greatly appreciated. Artist and sculptor Glenn Mc Master Artisans Park Bathurst NSW 2795. To find us just Google Artisans Park Take care Glenn

1/5/12 I'm enquiring about hiring a VW Mini Van as a prop for a fashion photoshoot on 6 or 7 May. Can you please let me

know if any of you members are interested?

1/5/12 Hi We at great-driving-roads.com have gathered what we consider to be some of the most exciting and scenic roads on offer. From tight, twisty tarmac to trips for the whole family. Our focus is on amazing photography, video and up to date information on things to do and see along the way. Whether you're touring the country in a motor home or need an excuse to put some kms on a much loved toy, then we have your best interests in mind. It would be much appreciated if you pass this on to your members, bring it up in a meeting or newsletter as we are dedicated to creating a valuable tool for all motoring enthusiasts. If you have any feedback or are interested in working together in some way then please don't hesitate to drop us a line. The website will be updated weekly. Happy travels! Luke

3/5/12 So where do I find the Members Car Page you speak about in your welcome? Michael

3/5/12 Hi there, I am organising a photo shoot and we require a VW Beetle model 1950-70 in good condition (preferably with roof racks) for a lifestyle shot. We don't need a huge selection of images or shots, so we would only require a maximum of one hour of the owners time and would come to a location convenient to the owner (we are based in Sydney). In exchange we would give them a copy of the professional shots, which we would be happy for the owner to use on their site or for personal use. Do you think this is something some of your members may be interested in? We would like to do the shoot over the next week or so. You can contact me on this email address or on my mobile. Thank you for your time and I look forward to hearing from you, Ilona

6/5/12 Hi I just got my hands on a buggy. I believe it is a manta. but very unsure. i was wondering if someone could help me figure that out. it actually looks like the one from here just not the super buggy photo. Any tips or help would be amazing. What i dont know is also was it a registered at all. Cheers, Tod

10/5/12 Wondered if you knew of the cock-up VW Aust made selling re-manufactured 36-hp engines in the 60s. I caused them to halt the program, Ralph

14/5/12 Hi i would like to join your club as I am in the process of getting a CAMS licence and they ask for a club that you have joined i also would like to come to some meets thanks Lachlan

15/5/12 Media. I require an older Karmann Ghia to be in driveway for a Pascalls tvc. shoot Friday 18th May Pymble or eastern suburbs. Do you have any members with cars whom may be interested. Could they send picture of car. thanks Bev

19/5/12 I would like to bring my VW open wheel race car down to the Nationals to try to sell. It has it's own trailer that it will be on, and i was wanting to find out how to go about it. Can I sell it as a car inside or do I have to buy a swap site. Please advise on the preferred option. Cheers, Gary
20/5/12 Hi there. I'm interested in knowing more about the

Show N Shine event. What is that exactly? Do I need to register for it, or do I just show up? Thanks! Con

20/5/12 Hello, I own a Golf Rabbit (1979 I believe), which I bought many years ago with the intention of restoring. I have done some work on it over the years - mainly with suspension and some engine work - but unfortunately I have not been able to keep this up and the car has fallen into disrepair. I need to now sell my car as I am moving and ideally, I would like her to go to someone who will appreciate and want to restore her. I would appreciate your advice regarding how I can find and contact an interested party. Many thanks, Claudette

20/5/12 I would like to enter my Type 3 wagon into the show and shine this weekend. Can I just turn up and enter or do I have to pre enter? Peter

23/5/12 We are previous members of the ACT group, and wish to rejoin, but as a couple. There is no provision for same???.Regards Chris

24/5/12 Hi, I'd like to enter the 'show and shine' at VW Nationals May 27th with my 1993 Golf cabrio. I just need to show up after 7.30am to enter, is this correct? Hernan

25/5/12 I own a 2006 GTI Polo and a 2007 T5 Transporter campervan and am interested in joining a car club with similar vehicles. I have been associated with other car clubs for the past 30 years. Paul

25/5/12 Hi There. I was wondering what membership costs? I have a 62 Karmann Ghia and to be honest don't know a lot about it other than I love it. I would like to connect with people how are VW heads, mechanically savvy and wouldn't mind offering advice on anything from engine to upholstery and paint. Rhys

26/5/12 Hi, My Dad is about to sell his 1992 Transporter converted to a campervan. It has always been garaged and is in immaculate condition and I would like it to be bought by a true VW lover, who will continue to love and care for it. Could you tell me how to proceed? Thanks for your time. Cheers Sandy

27/5/12 I have a damaged 1997 Golf VR6. Am I able to advertise it for parts in your website? If so, how do I go about it? Carlos

27/5/12 Hi I entered my car into the show and shine today and someone has told me that I won the prize for the Golf Mk5 category. Can you please help confirm this as I had to go to work and was unable to stay for the later half of the day. Any help would be great! Regards Danny

28/5/12 Can you tell me, is there a local VW club in the Newcastle area? Philip

29/5/12 I was at the show on Sunday. there was a man selling a Golf 3 and a rolling chassis. I would like to know if you were able to give me his number thank you Danny

The Schlumpf Collection.

Imagine for a moment you are a rich French industrialist, in the boom economic times of the 1950s. The war is over, your French textile mills are humming at full speed, and you are making a fortune. Carmakers have finally started producing exciting sports and racing cars again, and Grand Prix racing is more popular than ever. Everyone wants what's new, and wants to discard the old from the dark, depressing pre-war years.

This leaves the 1950s used-car market awash in pre-war Bugatti, Hispano Suiza, Delage and Mercedes-Benz models. So you and your brother, indulging in whimsy, begin collecting cars. It would become an obsession and ultimately would be your downfall.

Fritz and Hans Schlumpf were brothers, born in Italy of Swiss parents. They moved to Mulhouse in France and set up a woollen spinning mill. Their textile business boomed, and even survived the war intact. The brothers became very wealthy.



As a youngster, Fritz Schlumpf was an avid follower of Grand Prix racing, and he dreamed of owning a Bugatti. He was able to do so just before the war, when he purchased a Type 35B. He also dabbled in sports car racing until being requested not to do so by the textile union, which said racing "could endanger your life and deprive us of our esteemed director."

Deprived of racing as an outlet for his automotive passion, Fritz and Hans turned instead to car collecting. During the summer of 1960, they acquired ten Bugattis, including two Type 57s and one Type 46 5-litre model. In addition, the pair found three Rolls-Royces, two Hispano Suizas and one Tatra. By the end of the summer, they had purchased a total of 40 cars.

Mr. Raffaelli, a Renault dealer from Marseilles and the owner of several Bugattis, assisted them in their search. Classic car owners all over Europe were contacted, and given generous offers to sell. Raffaelli was astounded at Fritz Schlumpf's single-minded approach when he once offered ten times the asking price, in order to secure a particular car he

wanted. The word went out that Fritz Schlumpf was buying, and cars came available in England, Switzerland, Italy, Germany and the United States. Fritz never sold; he only bought, and then only European cars of the finest pedigree and quality.

Sometimes Fritz Schlumpf dealt directly with manufacturers. Gordini sold him ten old racing cars in one sale. Ferrari sold him a racing single seater. Mercedes-Benz sold spare cars from its collection. Racing driver Jo Siffert sold three Lotus racing cars for a pittance.



Schlumpf sent a form letter to all Bugatti owners on the national club register, offering to buy all of their cars. In 1962 he bought nearly 50 Bugattis. In the spring of 1963, he acquired 18 of Ettore Bugatti's personal cars. Later in 1963, an American collector named John Shakespeare (an oil magnate and heir to the Shakespeare fishing reel company), offered his personal collection of 30 Bugattis, and Fritz bought all of them. By 1967 an inventory showed 105 Bugattis in the Fritz Schlumpf collection.

In 1965 Fritz Schlumpf decided to transform one of his mills into a complete restoration shop. By this time over 400 cars, chassis and engines had been collected, and the former mill was used to quietly group, rebuild or restore, and house the collection. A team of up to 40 specialist master mechanics, carpenters and trimmers worked on the rebuilding and restorations, all of them under a confidentiality agreement to keep the collection and its works a secret.

However word of the marvellous collection eventually leaked out, causing it to be dubbed the 'Schlumpf Obsession', although the sheer scale of the undertaking remained obscure.

Fritz Schlumpf visited the 18,600 square metre workshop in Mulhouse every day, choosing the colours and type of restoration each car would receive. He tore down the



mill's interior walls and laid a red tile walkway with gravel floors for the cars to rest upon. But the Schlumpf brothers remained very secretive about their car collection. It was not open to the public or the press, and was only rarely shown to a few favoured guests and visitors.

It was the Schlumpf brothers' textile mills that provided the funding for the collection and its maintenance. But by the late 1960s the textile business was moving to cheap factories in Asia, and profits began to fall. In 1971, Fritz Schlumpf succeeded in buying the mills of one of his beleaguered competitors, as business moved overseas. Almost immediately there was trouble as the workers went on strike. Word spread of a fabulous secret collection of old automobiles, and the strikers stormed Schlumpf's converted mill. Several windows were broken, but the police pushed back the 400 or so demonstrators and no harm was done to any of the cars.

In 1976, the Schlumpf brothers were forced to give up their newly acquired mill. But their own business continued to suffer, and in March 1977 textile union members staged a sit-in strike at the Schlumpf offices and at the secret museum in Mulhouse. The workers broke into the museum building and found the astounding collection of cars. The workers were torn between the desire to ransack the obvious abuse of power and misuse of corporate money the collection represented, and complete awe at the beauty of the classic cars.



The strike lasted nearly two years, and the Schlumpf brothers were forced to declare bankruptcy and flee to their native Switzerland. They lost their factories and their entire car collection, and were to spend the rest of their days as hotel managers in Basel. The workers took over the running of the textile mills, and to recoup their financial losses they decided to open the car collection to the public for the first time. Over the following two years, more than 800,000 people visited the famed 'Schlumpf Collection'.

However financial losses mounted. In 1979, a bankruptcy liquidator ordered the building closed, and in 1981 sold both it and the car collection to a group called the National Automobile Museum Association (NAMAoM), a Government-owned consortium that includes the City of Mulhouse, the Regional Board of the Alsace Region, the organizers of the Paris Auto Show, and the Automobile Club de France. NAMAoM reopened the museum to the public in 1982.

Meanwhile Fritz Schlumpf and his family were still fighting to get their car collection back. In 1981 he filed a



lawsuit against the French government, claiming he was entitled to a portion of the proceeds of the sale of his textile mills and the car collection. The case dragged on for years and he never saw the result, as he died in 1992. In 1999, a French court finally found in his favour, and the balance of a 40 million franc indemnity was paid to Fritz Schlumpf's widow, Madame Arlette Schlumpf, in Switzerland.

The court also ordered the return of 62 cars from the so-called 'Malmerspach collection' back to Madame Arlette. These were 'reserve' cars, which were in an unrestored or unrepresentable condition when the government confiscated the museum and the collection in 1977. The 62 cars included 17 Bugattis, 8 of them originally bought from John Shakespeare in 1964. The police had placed all these unrestored cars in a large storage shed in rural Wertolsheim in 1977, where they remained almost forgotten, for 22 years.



After she won the cars back, Madame Arlette specified that they were to remain in storage until her death, after which they could be sold if they remained together. Madame Arlette died in May 2008, and the shed was reopened for the first time in over 30 years. Photos of the musty, unrestored cars soon swamped the internet as the ultimate forgotten 'barn find'. Some of the smaller, less important cars were sold to European collectors, but all of the important ones – including the 17 Bugattis and 40-odd other classic cars, were sold to the Peter Mullin museum in California. They will restore one Bugatti to 'Pebble Beach' concours condition, but the others will all be displayed unrestored.

The rest of the original Schlumpf collection at



Mulhouse was still open to the public, run as the National Auto Museum by the NAMAoM, but over the following 15 years the museum went into a gradual decline and visitor numbers gradually dropped. The displays never changed, the cars slowly decayed and not many were in running condition any more. A major rebuild was required.

In 1999 NAMAoM contracted the Culturespaces company to take over and modernise the museum and its operations. The museum was temporarily closed, and Culturespaces renovated the museum from top to bottom. They created new large-scale public spaces for other cultural events, while conserving the well-known main hall with its Pont Alexandre III lampposts. The museum reopened in March 2000 as the largest automobile museum in the world. The museum is now safe, as it's listed by the French government as a National Heritage and cannot be exported or dispersed.

Museum director Alain Schiede admits that only a small number of the cars on display are actually running at the present time. But he also mentioned that the restoration shop, long abandoned, is now being revived to begin working again on the museum's cars, and many would be returned to full working order in the years ahead.

Nothing can quite prepare you for a visit to The Schlumpf Collection at the National Automobile Museum in Mulhouse. There are 400 cars on exhibit and another 120 on reserve. A further 20 cars are on loan to other museums around the world. Although Bugatti is always associated with the Schlumpf collection, and there are 123 cars of that hallowed make on display, there are also many other famous carmakers represented. For example, there are 31 Mercedes-Benz vehicles and a further eight early Benz automobiles in the collection. Maserati, Panhard-Levassor, Darracq,



Clement-DeDion, Serpollet and George Richard automobiles share space with Renaults, Peugeots, Porsches and Ferraris.

The cars are arranged in rows on gravel pads placed between Fritz Schlumpf's red brick walkways. Each row roughly represents a different age of the automobile, from the earliest horseless carriages through European cars of the '50s and '60s. There is a separate room for racing cars, where a magical grid of Type 35 Bugattis, Maserati 250Fs and Mercedes-Benz W125 and W154 pre-war Grand Prix cars stand ready to do battle with a hoard of light blue Gordinis. Descriptions of the cars are available over audio receivers in French, German or English. Other language translations are planned.

Other special exhibits include the history of Citroen, WRC rally cars, the world's biggest collection of childrens' pedal cars (Maxime Pinol), interactive displays, robots, films, and motorbikes including the World's Fastest Indian replica built for the 2005 film (the original, by Burt Munro, is owned by a collector in New Zealand).

Above all else, however, there are Bugattis here. They were the true objects of Fritz Schlumpf's obsession. There are early Bugattis and late Bugattis. There are open Bugattis and closed Bugattis. There are Bugattis that are breathtakingly beautiful and a few that are unimaginably ugly. There are two



of the just six monstrous 12.7-litre Type 41 Royales ever built, as well as a third Type 41 replica built by Fritz Schlumpf himself from genuine Bugatti parts. There are numerous light blue Type 35s and 37 racing cars that established Bugatti at the top of the motorsports world. There is the spectacularly unsuccessful 1955 Type 251 Grand Prix car, a last-ditch effort that was abandoned in 1956. Bugattis are not like other cars. They are the single-minded reflection of Ettore Bugatti's individual vision of sports and racing cars. Fritz Schlumpf's collection is one man's obsession with another man's obsession.

Of course, the Bugatti company itself went out of business after the factory was destroyed in the war and Ettore Bugatti's death in 1947. A number of new owners attempted to revive the famous marque without success, and Volkswagen bought the rights to the name in 1998.

Volkswagen bought a Type 41 Bugatti Royale for \$20 million in 1999 for its own collection. This Bugatti, chassis no. 41.111, is known as the 'Coupe de Ville Binder' and was built in 1931, just the second of six Type 41s ever built. It was built for the King of Romania, but was never delivered. It was hidden from the Nazis in the Paris sewers during the war, and then it ended up in the Harrah collection in the UK until 1986. It went to auction in Las Vegas in 1996, but failed to



meet a reserve of US\$15 million. Today it is based in the VW Autostadt at Wolfsburg.

VW released a new design, the Bugatti Veyron, in 2000 and it entered production in 2005. With a 16-cylinder quad-turbo engine producing 736 kW, the Veyron can move from 0-100 km/h in 2.5 seconds and has a measured top speed of 408 km/h. At that speed it empties its 100-litre fuel tank in 12 minutes. It is the world's fastest production car. The National Automobile Museum at Mulhouse has a Bugatti Veyron gallery, with several prototypes and production examples on display.

Located in the Alsace Region of France, the town of Mulhouse is easy to get to by French rail or by flying into nearby Basel, Switzerland. From the outside, the big converted textile mill doesn't look like much, but inside it is an automotive enthusiast's dream of heaven. The museum had more than 400,000 visitors in 2010, and expectations are high that the number will increase dramatically now that it has been completely renovated. A new restaurant and a gift shop worth drooling over are also on the premises.

The Museum is open from 10 a.m. to 6 p.m. seven days a week and is only closed on Christmas and New Year's days. Adults pay a very reasonable 10.5 Euro for admission, while there are concessions for families, and discounts with combined rail tickets. Children under 7 get in for free.

Oh yes – the museum does have one Volkswagen – a 1960 Beetle.

More information on the Schlumpf Collection and the National Automobile Museum can be found at their website - <http://citedelautomobile.com/en/home>



Our car has an outside inside.

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That's why we made it ten inches shorter outside than that biggest selling family car. And 2½ inches longer where you stretch your legs, inside.

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More on HVX mods.

I continue to receive questions about the lubrication mods described in 'HVX MODS' that I wrote a while back (see November 2014 Zeitschrift – Ed).

Several have asked for the dimensions of the drillings, which are included in the drawings. If you will double-click the drawing it should appear full-size.

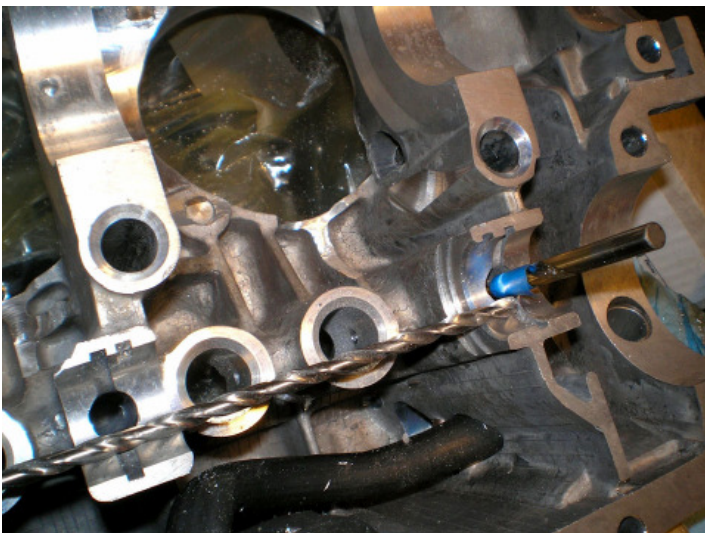
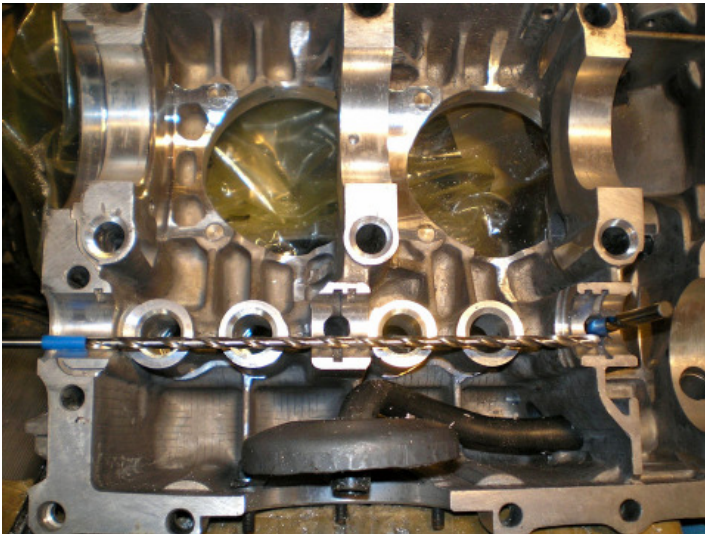
A few voiced a reluctance to perform any modification that involves drilling holes in the crankcase.

Actually, we're merely deepening holes that are already there. In doing so we cause the holes to intersect and when that happens it causes the right-hand side of the engine to receive significantly more oil that it was getting before.

In the photos you can see how I've used a wrap of masking tape prevent drilling too far. I did not verify these lengths against the previously posted drawing, I simply used another — already modified crankcase — as a gauge. So it would be wise to verify the dimensions.

Some folks say they couldn't find a 7/32" aircraft drill. Which means they simply didn't look hard enough. But if all you have is 1/4" then use that.

For most, the tricky bit is drilling down through the #3 cam bearing saddle to intersect the extended tappet oil gallery. If you go too far you will have ruined the crankcase — or at least make it rather difficult to repair. That means the safest method is to extend the horizontal oil gallery first and then



drill cautiously down through the cam bearing saddle until you run into the new drilling.

After you do it a few times you won't even think about it; it is simply another step in preparing a new crankcase for use.

Finally, there were a few who suggested I was misleading homebuilders because such mods were clearly unnecessary, citing their own engine and years of experience as justification for their opinion. That opinion is fairly common among builders of recreational engines — for dune buggies and the like; a toy to be taken out and played with for a few hours per year.

I don't think it serves any purpose to discuss why their present engine does not have these mods, any more than it does to argue the merit of the Model T over a modern-day vehicle. There's no question as to the value of these mods since their functional equivalent can be found in all modern-day engines including the Type IV Volkswagen.

Professional engine builders — and I'm talking bucks-down racing where people pay up to ten grand for a race-winning engine — have been using some or all of these mods for the last thirty years. In doing so they are merely retrofitting modern-day engineering to a design that dates from the 1930's, not because of a whim or fad but as a means of improving the reliability of the engine.

The key point here is that you have to finish in order to win. The main purpose of the mods is to enhance the engine's durability. It seems only common sense to include them in a VW converted for flight, especially since they add no weight.

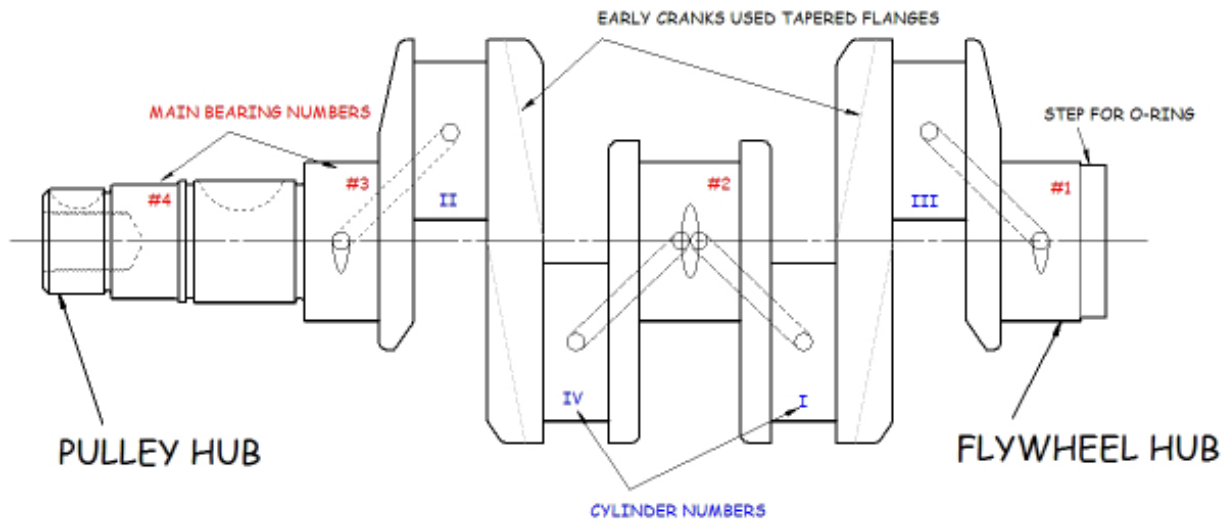
Crank Basics 2.

These notes follow on from my previous Crank Basics article (also in November 2014 Zeitschrift - Ed).

As you can see in the drawing, the journal for the #3 main bearing is adjacent to the flange for the throw of the #2 connecting rod. Since the #3 main bearing is a full-circle bearing rather than a pair of shells, it is trapped on the crankshaft by the cam's driver-gear and the distributor's scroll gear, both of which are a shrink-fit. Pulling the gears off the crankshaft is a basic maintenance chore. The procedure is shown in the following photos.

VOLKSWAGEN CRANKSHAFT

(THIS DRAWING IS NOT DIMENSIONALLY ACCURATE)



I'll be using a portable screw-type puller specifically designed for this task, the first step of which is to remove the pulley, dynamo rotor or whatever happens to be on the pulley hub. The oil slinger and #4 main bearing are then slid off the nose of the crankshaft. You'll need a pair of special pliers to remove the snap-ring.



The #3 bearing should be free to slide back & forth on its journal. Doing so will reveal a gap about a tenth of an inch wide between the bearing and the cam gear. If you use an hydraulic press, the press-plate must fit into this gap. See the previously posted drawing for dimensions.

Whatever method of removal you elect to use, you must protect the nose of the crankshaft. The usual method is to simply thread a pulley-bolt full depth so the head of the bolt contacts the crankshaft. Pulley-bolts come in a wide variety of lengths and head designs. You want to use the short type so that the stress will be transferred directly to the crankshaft and not to the threads.

With a suitable pulley-bolt in place, fit the puller into the gap under the cam gear and pull the gear using a suitable wrench.





This is what it looks like once it's apart. You can see all the components here.

Bob Hoover



When the gears are seriously tight you may have trouble holding the crankshaft whilst turning the puller. If you have a large vise with padded jaws (ie, lead or copper pads) you may find it handier to hold the crankshaft in the vise. If you plan on building more than a few engines you will probably make up a fixture to support the crankshaft. If you make it sturdily enough it will serve to hold the crankshaft while pulling the gears.

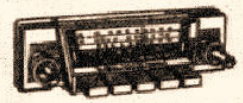
The first thing I do after removing the cam gear is to apply grease to its bore. This surface is usually free of oil. If left unprotected it's liable to have developed a haze of rust by the time you are ready to re-assemble the crankshaft.



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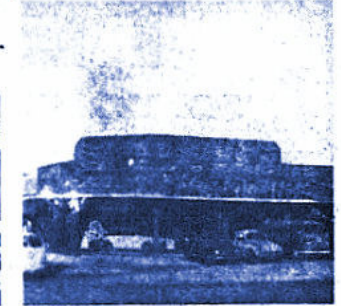


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