

# Zeitschrift



Bill Forbes' VWs in wintery Leura.

**July 2015**

**IN THIS ISSUE:**

**Norm's Fish n Chips run  
Canberra Boorowa Cruise  
From Our Website  
VfL Wolfsburg 2nd!**

**Flat 4 Casual Cruise  
The Toy Department  
Porsche wins Le Mans  
Plus lots more...**



**The Legend Never Dies**

**Club VeeDub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2014-15.

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<b>VW Nationals Committee:</b>	David Birchall Aaron Hawker Mark Stevens, Bob Hickman, Craig Adams	(02) 9534 4825 0413 003 998
<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953
<b>VW Motorsport Committee:</b>	John Ladomatos Andrew Corless	Craig & Martha Adams Norm Robertson (JP) Brian Walker

## General Committee:

Martha Adams	Shirley Pleydon
Leigh Harris	Ken Davis
Jeff Swords	Sue Monaghan
Eddie Fleita	Atakhan Yilmaz

## Canberra Committee.

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

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

## Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

## Monthly meetings.

Monthly Club VeeDub meetings are held at the Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

## Correspondence.

Club VeeDub Sydney  
PO Box 1340  
Camden NSW 2570

## Our magazine.

**Zeitschrift** (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. 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.

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 at [www.clubvw.org.au](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

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

## We thank our VW Nationals sponsors:

### 28 years.

Volkswagen Group Australia	Klaack Motors
Andrew Dodd Automotive	Stan Pobjoy Racing Engineering
C & S Automotive	Vintage Vee Dub Supplies
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### 25 years and over.

Shannons Car Insurance	Wolfsburg Motors St Peters
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Aust VW Performance Ctre	Mick Motors
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Canberra VW Centre	Wolfsburg Auto Melbourne
Classic Vee Dub	

### 5 years and over.

Antique Tyres	Motexion
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Just Kampers	Volkscare Melbourne
Kemp Tools	Volkshome Automotive
MacKellar Service Centre	Westside Mufflers

# Flat Four Vee Dub Club, Sydney invites you to their annual **Observation Run — Sunday 19th July 2015**

Meeting at Camden Showground (off Argyle Street) from 10am.

After a driver's briefing cars will be given instructions and clues to find the end destination where there will be a BBQ lunch awaiting their arrival.

Entry \$10 per Car which includes lunch for the Driver (1x sausage sizzle & drink).



All images were taken from the 2014 Observation Run from Camden to Cataract Dam.



Raffle - Tea / Coffee / Soft Drinks - Cakes also available to purchase.  
Chat with other enthusiasts - Relax and Enjoy the day. Hope to see you there!

If you could r.s.v.p. to Flat Four Vee Dub Club Sydney on Facebook for catering purposes it would be greatly appreciated. Thank you.



## Council of Motor Clubs Presents

### The Shannons Sydney Classic



Find us on  
Facebook

**Sunday 16th August 2015**

**Sydney Motorsport Park,  
at Eastern Creek**

**Gates open to the Public at 10am**

Over 1900 Veteran & Classic vehicles from over 150 clubs on display and on parade, including cars, motorbikes, scooters and military vehicles, police vehicles, ambulances & fire engines. AND it's on rain, hail or shine. There's plenty to see and do indoors.

- Double-decker bus rides around the track (gold coin donation for the Bus Museum)
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Live music, the Free Spirit Markets, Rock 'N' Roll dancing, art show and much, much more !!
- Don't forget, this is very close to Father's Day, so come along and pick up a gift that Dad will love!

It's a day for all the family with lots of things for Dad, Mum & not forgetting the kids with clowns, ; face painting and lots more.

**General admission \$20**  
**Free entry for kids under 12 years**  
**& Free Parking**



# VW Winter Break 28th - 30th:- August 2015



**Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW  
So call 1-800-729-835 to book a cabin or campsite. You  
must tell them that you are with the VW people.**

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 enthusiasts and clubs are invited to attend.

## Programme

**Friday 28th**

**4.30pm Meet and Greet at camp kitchen, Prawns and Pizza**

**Saturday 29th**

**8.00am Run to Hellbug Farm at Missabotti (inland from Valla Park), visit the VW Graveyard or maybe find a long wanted treasure in Jeff Unwin's VW stash**

**12.00pm Somewhere nice for lunch TBA**

**4.30pm Prawns and Pizza at camp kitchen**

**Sunday 29th**

**Coffs Harbour Motorfest, Coffs Harbour Jetty. More details soon**

**Enquires contact;**

**Ray Vanderkly 02 6658 4422 ah**

**Steve Carter 0490 020 338**

Club VeeDub  
Canberra Chapter



[www.canberravw.com](http://www.canberravw.com)



# Club VeeDub Canberra Chapter's main event for 2015!

## SHANNONS



# GERMAN AUTO DISPLAY

*A CELEBRATION OF  
GERMAN AUTOMOTIVE ENGINEERING & DESIGN*

**SHOW & SHINE, SUNDAY 20 SEPTEMBER 2015**

**TO BE HELD IN PARKES, CANBERRA ACT**

- ▶ 8am arrival for setup. Bring a chair, sunscreen & the camera!
- ▶ **ALL** cars must register at the **VW Club** tent & have drip trays.
  - ▶ Display fee \$5 collected on arrival.
  - ▶ Food & drink will be available on site.
  - ▶ Enquiries to [chair@canberra.clubvw.org.au](mailto:chair@canberra.clubvw.org.au)

*More information at [www.canberravw.com](http://www.canberravw.com) closer to the event.*



OCTOBER 3RD-4TH 2015  
WARWICK DRAGWAY  
WARWICK QUEENSLAND



SHOW'N'SHINE & SWAP  
STREET PARADE  
HERBIE MOVIE NIGHT



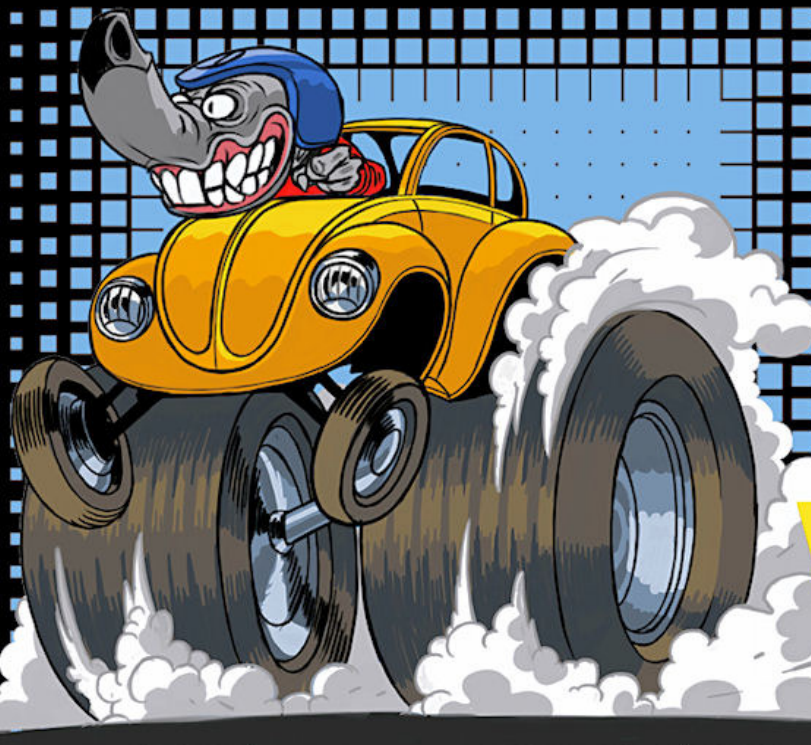
TWO DAYS OF  
VOLKSWAGEN DRAG  
RACING ACTION



# VWMA DRAGS

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- Professional
- Street
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- Non-elimination
- 6 Brackets
- Dial Your Own
- Bang 4 Buck
- Ladies Bracket
- 1/8th Mile

- All VW
- Camping
- Entertainment
- Canteen
- Prizes
- Giveaways



# WWW.VWMA.NET.AU



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# Hubertus

# Oktoberfest

## 3 Days fun, food, music

**Join in the family fun, all welcome!**



Authentic German Food

Local and German Beers on tap



Huge variety of German Schnapps

Children's Rides, Show Bags,  
Ice-Cream and Novelty items

Raffles

German Cakes, Strudel and  
Gingerbread Hearts

OOMPAH - Pah Band  
and Dancing



## FREE PARKING



Admission \$5 pp General Entry

Free entry to Full Club Members (Social Members required to pay General Entry)

# ph: 4773 4444

COURTESY BUS AVAILABLE,

PICK UP FROM ST MARYS TRAIN STATION - FREE

205 Adams Road, Luddenham

## All October long weekend!





# Von dem Herrn Präsident.

Well winter really hit this week. Great weather for air cooled cars but only if they have a heater – which I really missed when I drove my son's Beetle up to Norm Robertson's excellent run to Valley Heights Rail Museum. Thank you Norm for all your hard work putting this one together. You can read more about this great run in this issue.

Talking about heaters, my Beetle should be back on the road this weekend after I crashed it in March. It's making a few more kilowatts now so I can't wait to drive it.

After a busy few weekends there are some great events coming up. Sunday 19th July is the Flat Four Observation Run and BBQ, then on Sunday 16th August is the Shannon's Sydney Classic 2015 and later in August is the VW Winter Break 2015 at Sawtell on from Friday 28th - Sunday 30th. Keep an eye on the calendar and mark the events in your diary.

If you would like to organise a club event, then please do so! Come along to a meeting and we can make it happen. We just need to run the date and concept past the committee to ensure it doesn't clash with other events on the calendar.

This month is the AGM where all committee positions will be declared vacant. So if you fancy becoming more involved in your club, come along and put your hand up, we could use the help!

See you soon,

Steve Carter



## CAMS Event Schedule.

If there are any more members interested in learning about being a race volunteer and gaining your CAMS qualifications, here are a list of upcoming events:

18/19 July BLCC The Quarry	Bathurst light car club Khanacross Kanacross Multi Club
19 July WAC Awaba	NSW Kanacross State Rd. 5 Kanacross State
19 July ARDCC SMP GP	NSW Supersprint Ch/ship Rd. 4 Supersprint State
25 July MGCCN SMP Amaroo	CSCA Supersprint Supersprint Multi Club
26 July MCC Nirimba Tarmac	NSW Motorkana Ch/ship Motorkana State
26 July WSCC Huntley Hill	Wollongong SCC Hillclimb Multiclub

27 July Rd5 SMP Skidpan	CACA Australian Darby Series CACA NSW Motorkana Club (Come and try event)
31 July CAMS SMP GP	Cams Observed Licence Test#4 Multiclub
1/2 August Motor Race State	NSW Motor Race Ch/ship Rd 4 SMP GP
8/9 August MGCCN Ringwood Ray/ Terrace	NSW Hillclimb Ch/ship Rd 8 Hillclimb State
9 August ARDC SMP GP	NSW Supersprint Ch/ship Rd 5 Supersprint State
9 August TCC Nirimba Tarmac	NSW Motorkana Ch/ship Rd 5 Motorkana State

If you would like to become involved as a helper, flaggie or official – or even as a competitor, please contact me or one of the Club Motorsport committee.

Norm Robertson  
0409 771 822

## Kanberra Kapitel report.

G'day all from frosty Canberra – it was -6 degrees C down here this morning!

This month we had a cruise to Boorowa in country NSW. It was organised by Rod (thanks!) There is a report with photos from Rod elsewhere in the magazine and the trip was enjoyed by all who attended.

In July we're running a small local cruise, as well as August – watch your email for the details. July is also the Sydney AGM, if anyone wants to make the trip up to Sydney to catch up with the other Dubbers and perhaps stand for a position on the committee.

To the main committee – well done for another great year, thanks to anyone who is taking a step back, and two thumbs up to those stepping in to take a position.

On Sunday 20 September we're running our German Auto Display, which incorporates all the German marques. It is held over the lake from the Floriade display and makes for a great Spring venture.

We have a flyer in the magazine, still being ironed out are a few niggly issues but the event will be on and we'll post more info next month.

Happy Dubbing all,

Bruce



## Klub Kalender.

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

### July.

**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. **Tonight is the AGM - all positions are vacant and are renominated / voted on. Why not try your hand at a position? 8pm start.**

**Sunday 19th:- Flat Four Observation Run and BBQ.** Meet at the Camden Showgrounds (off Argyle St Camden), from 10am. After a driver's briefing, VWs will be given instructions and clues to find the end destination where there will be a BBQ lunch awaiting their arrival. Bring a navigator! Entry \$10 per car, which includes one sausage sandwich and drink. More BBQ rolls, soft drinks, tea, coffee and cake available for purchase. Chat with other enthusiasts, relax and enjoy the day. Hope to see you there! Contact Allison at [info@flatfour.org](mailto:info@flatfour.org) for more info.

**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).

**Sunday 16th:- Shannons Sydney Classic 2015** at Sydney Motorsport Park, Eastern Creek. Organised by the CMC. The largest gathering of classic cars (1,900+) in NSW. Double-decker bus rides, trade stands, historic race cars, parade lap of the track. Club VW will again have a Volkswagen display. You must book with David Birchall (02) 9534 4825 to gain an entry/display ticket. This year we are celebrating 60 years of VW Club NSW and 30 years of Club VW Sydney.

**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

## Club Veedub AGM. Thursday 16 July 2015.

The July monthly meeting at the Greyhound Club is also our Club's Annual General Meeting. All committee positions will be declared vacant, and new nominations for all positions will be sought. Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to nominate for a position on the committee for 2015-16. We are always looking for new blood, new enthusiasm and new ideas. Come on, get involved! We welcome your input to help make our VW club bigger and better than ever.

Whether you'd like to stand for a position, or just have a say in how your club is run, please come along to the AGM. Drinks and

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.

### September.

**Thursday 3rd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 10th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 17th:- 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 20th:- Burwood Spring Festival Classic Car Show** at Burwood Park. Car show is part of the park festival, with food stalls, rides and entertainment all day. Plenty of things to do. Vintage, veteran and classic cars on the grass beside the carnival rides. Club Veedub will have a Volkswagen display (\$10 car show entry), but you must pre-book by 1 Sept to enter. Phone the Burwood council on (02) 9745 1386 or visit

[www.burwoodfestival.com.au](http://www.burwoodfestival.com.au)

**Sunday 20th:- Canberra German Autofest.** More details to come. Contact Bruce on 0400 119220 for more info.

**Monday 28th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## October.

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

**Sunday 4th:- German Oktoberfest 2015** at the Hubertus Social Club, 205 Adams Rd Luddenham, from 10:00am. German food, German beer, oom pah pah band, Bavarian dancing. Market stalls, kids' rides! Club Veedub has a Volkswagen display in a prime position, so bring your VW along (with a designated driver!) For all info phone Raymond on 0408 207228. Prosit!

**Saturday 3rd & Sunday 4th:- VW Warwick Drags 2015.** Two days of Volkswagen drag racing action! Street parade, static VW display, Herbie movie night, Saturday scrutineering from 11 am-noon, driver's briefing, then unlimited practice and qualifying until 5pm. Sunday drag comp and final. Lots of race classes for novices and pros. Air and Water-cooled VWs welcome, hotties and stockers! Pre-entry by 20 Sept is mandatory; no entries on the day. Go to [www.vwma.net.au](http://www.vwma.net.au) for all entries and more info.

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

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

**Monday 26th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

## November.

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

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

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

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

## Marktplatz.

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

## New Ads.

**Notice:-** Found during clean-up at the VW Nationals in the swap meet area. A **Kathmandu zip jacket** was found with a sum of money in the pocket. To claim contact Norm Robertson (JP) on 0409 771822, or the club committee.

**Wanted:- Karmann Ghia** 1960's model. Preferably original (or mostly). We would like to drive and enjoy it, so it does not have to be a perfect car, but at the same time we are not seeking a "restorers dream". Cheers, Jamie. Please phone me on 0468 970543 or email [jamie.buttigieg@thorn.com.au](mailto:jamie.buttigieg@thorn.com.au)

**For Sale:-** With much regret I am about to sell a **1974 beetle** which I purchased new that year. Andrew Dodd has been servicing it. Would any of your members be interested. Thanks for the opportunity to approach you. Regards. Mr Mario Azzopardi (02) 9871 3950 or 0421 038926 or email [marioazzopardi@mcauleyhawach.com.au](mailto:marioazzopardi@mcauleyhawach.com.au)

**For Sale:- 2006 mk5 TDI Golf** (grey) Heated seats, full



## Trades and services directory.

Unit 1  
11B Harp Street  
Campsie NSW  
Australia 2194

Tel: 02 9789 1777  
Fax: 02 9718 8704

**VINTAGE**  
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96 Toombul Rd  
Northgate QLD  
Australia 4013

**MICK MOTORS**

Ph +61 07 3266 8133  
Fax +61 07 3260 5179  
[mick@mickmotors.com.au](mailto:mick@mickmotors.com.au)

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leather interior, factory sunroof, 180,000 km (Average use @ 20k per year) Used predominantly as a home-airport-home again car, only selling due to having too many vehicles. Really great little car, super comfortable, roomy interior, nice strong/ torque-y engine and an absolute pleasure to drive. It has been taken care of and loved since the day it rolled out of the showroom. We're really going to miss this car, but unfortunately something has to go! Located Newport NSW 2016. Asking Price \$10,500 ono. Contact Kat Hawke on (02) 9940 0107 (bh) or 0411 123767 or email [kathawkephotography@live.com.au](mailto:kathawkephotography@live.com.au)

**For Sale:-** I am needing to sell my **VW car** for urgent medical cp concerns of my health... Could you let me know of costs and details. Much appreciated ..... I am wanting no less than 13000.00.. So that market it at 14500.00 great condition.. Please contact 0447 549358 Thank you shana.

**For Sale:- Engine case line boring** with thrust cutting. \$120 You supply bearing or I can. Bearings cost extra. Other engine reconditioning available. Contact me for what you need. Name Nathan Phone (Mobile) 0405 018433 or email [njsansom@hotmail.com](mailto:njsansom@hotmail.com)

## Trades and services directory.

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PADSTOW NSW

## 2nd Month Ads.

**For Sale:- 1976 VW Beetle 1600** twin port. 42,000 km. White duco, white-wall tyres. Excellent condition. Car located in Baulkham Hills. \$10,000 Phone Bob Shaw on 0418 692 239 or email [tsptr@zipworld.com.au](mailto:tsptr@zipworld.com.au)

**Free:-** I have two **1971 VW station wagon wheels** (used tyres and rim) which nobody wanted to buy for \$10 each. If there is anyone in your club who would like to have them for free, Please let me know. Kind regards, Klaus Inveen (02) 02 6251 2275 or email [inveen001@tpg.com.au](mailto:inveen001@tpg.com.au)

**Wanted:- To buy a Karmann Ghia Type 34**, in very good condition. If you can help, please contact Mr Bob Pearson (Pro-Duct) on 0407 958700 or email [bobproductair@hotmail.com](mailto:bobproductair@hotmail.com)

**For Sale:- Moss-green 1972 VW Superbug**, chassis number 112295076. Engine #AF126496. Sell as is, no oil leaks in motor, some rust, original seats, old-fashioned radio and no registration. Sell for \$3500 ono. Ring Ted Bishop on 0412 856162.

**For Sale:- 1968 aqua blue 1500 Beetle**, in good condition. Black interior. Goes really well, starts first time. Regularly serviced,

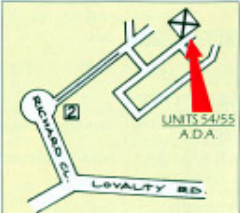
## Trades and services directory.

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Bill Forbes

## Bill's winter photos.

I've sent a few photos taken last year at Leura in the Blue Mountains, which gives a real winter flavour.

The Beetle is a 1966 1300 (now 1600) that I bought in 1985. It was completely rebuilt some years later by Rudi



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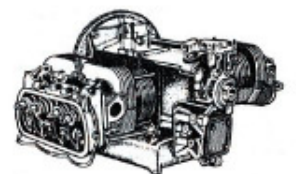


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# Ferdinand Piëch resigns.

After unsuccessfully attempting to oust current Volkswagen CEO Martin Winterkorn, 78-year old Ferdinand Karl Piëch has fallen on his sword and stepped down as the company's board chairman.

At the beginning of last month, Piëch, told Der Spiegel magazine that he was "putting distance" between himself and Volkswagen's CEO, Martin Winterkorn.

According to news reports Piëch has repeatedly, over the course of several months, criticised Winterkorn at board level, especially over the company's dismal performance in the US, VW's DSG reliability issues and the profitability of the core Volkswagen brand. Other reports claim that he is also unhappy with the company's stalled budget car project and its performance in the Chinese car market.

This public pronouncement sparked a series reports in the German and trade press that Piëch was trying to undermine the CEO and have him replaced.



The two were once considered close confidants, and it was Piëch who supported Winterkorn as he rose to become head of Audi and then later the entire Volkswagen Group, replacing the divisive former BMW boss Bernd Pischetsrieder in 2006.

Television network NDR reported that Piëch attempting to rally together the Porsche and Piëch families in support of a new CEO. Together the two families control a shade over 50 percent of Volkswagen's voting stock. The German Press Agency said Ferdinand Piëch was hoping to install either Porsche CEO Matthias Mueller or Skoda CEO Winfried Vahland as the new Volkswagen Group CEO.

Last month, a meeting of Volkswagen's six-member executive committee was called to clear up the matter. The committee includes Piëch, his cousin Wolfgang Porsche, and representatives of VW's unions and the German state of Lower Saxony. Both Lower Saxony, which owns 20 percent of Volkswagen's voting stock, and the unions, have been publicly supportive of the Volkswagen CEO. In accordance with German law, the trade unions fill half of the seats on Volkswagen's 20-seat supervisory committee. The committee threw its weight behind Winterkorn, and the company issued



Martin Winterkorn (left) and Ferdinand Piëch (right).

a statement saying that he had their "full support" and that they would propose a contract extension for him.

For his part, Piëch told German newspaper Bild, after the executive committee meeting, that he was not "organising Martin Winterkorn's replacement" because "we talked last week and have agreed to work together".

Two weeks later, Volkswagen Group's executive committee met again to deal with the issue. According to the company, the "members of the Executive Committee have unanimously determined that in view of the background of the last weeks the mutual trust necessary for successful cooperation no longer exists."

As a result, Ferdinand Piëch stood down as the company's chairman. He also resigned from Volkswagen's 20-member supervisory board, as has his wife Ursula Piëch. According to Automotive News, Piëch stepped down without bringing matters to a vote.

Deputy chairman Berthold Huber will temporarily assume the chairmanship of the company, and will conduct the firm's annual general meeting.

Together the Porsche and Piëch families control around 51 percent of Volkswagen's voting stock. Wolfgang Porsche, chairman of the families' investment vehicle, Porsche Automobil Holding SE, issued a statement to the media stating, "We have complete faith in the management of Volkswagen and regret the developments of recent days".

Ferdinand Piëch is grandson of legendary VW designer Ferdinand Porsche, son of Louise Porsche and nephew of Porsche AG founder Ferry Porsche. He is an engineer by training. During his career he has worked in various roles at Porsche, Audi and Volkswagen. He worked at Porsche from 1963 to 1972, designing the famous 906, 908 and 917 race cars. He then worked at Audi, developing the Audi 80, 100 and the legendary AWD turbocharged quattro which twice won the world rally championship.

He moved to Volkswagen in 1993, replacing Carl Hahn as CEO. He was responsible for VW's financial turnaround and massive expansion since, including purchasing numerous other makes such as SEAT, Skoda, Bentley, Bugatti and Lamborghini. Only Rolls Royce slipped through Piëch's fingers, when he was out-manoeuvred by BMW, then led by Bernd Pischetsrieder.

Piëch stepped down as VW CEO in 2002, replaced by Pischetsrieder who came across from BMW, but Piëch remained boss of the VW board of management. It was Piëch who later arranged for Pischetsrieder's dismissal in 2006,

against the wishes of some VW board members, and installing Martin Winterkorn in his place. However this time his attempt to remove Winterkorn has backfired.

Piëch is widely seen as the driving force behind many iconic VW Group vehicles, including the Volkswagen Phaeton and the New Beetle, and the Bugatti Veyron. Piech was most recently involved in the addition of truck makers Scania and MAN to the Volkswagen family, as well as Ducati motorcycles.

## Polos recalled.

Volkswagen this month recalled 2,708 model-year 2015 Polos because the pulley on the camshaft adjuster is at risk of breaking. If the camshaft adjuster fails the belt drive of the engine may also be damaged.



If the defect occurs, VW says, it can lead to oil loss and in the worst case scenario the engine will no longer be timed correctly and valves may contact the pistons. This may pose an accident hazard to the driver or other road users. Affected owners will be contacted directly; those in doubt should contact their Volkswagen dealer.

## Golf R wagon for Australia.

The Volkswagen Golf R Wagon has at last been confirmed for an Australian launch, with the first examples to arrive around October this year.

As the name suggests, the hottest Golf wagon derivative uses all the same go-fast mechanicals as the familiar Golf R hatch and shares the same styling cues, but adds an extra level of practicality.

It is the first dedicated petrol performance Golf Wagon. Volkswagen has decided not to bother doing a GTI version; rather it skips straight to the top.

We first saw the Golf R wagon last November at the Los Angeles motor show. Since then, Volkswagen Australia said repeatedly that it was keen on the car, but was working on a business case.

However, the green-lit Australian launch

is something of a toe in the water. It will see just a few hundred examples arrive at first, and interest and demand in these will determine if it will import another batch. The company used the term 'special edition'.

Given the success of the GTI and R hatchbacks in Australia - performance Golfs make up about 20 per cent of sales - you would reasonably expect some strong interest, especially early on.

Further specific local details remain a little under wraps, though we can take a few estimated guesses.

Volkswagen Australia says it will price the car under \$60,000 plus on-road costs - approximately where the mechanically similar Audi S3 Sportback starts.

Given the Golf R hatch retails for \$55,240, and given that lesser Golf wagon variants in Australia cost \$1550 more than their hatch equivalents, you might expect the price to be a little below that.

However, Volkswagen's local arm is also saying the R wagon will come with a slightly different spec level to the hatch, though it is holding back on the specifics. Perhaps features that are extras on the hatch, such as the \$1850 sunroof or \$3150 leather seats, might be standard?

Technically speaking, the Golf R wagon is mechanically identical to the hatch. This means that power comes from the familiar EA888 206 kW/380 Nm (the latter between 1800 and 5500rpm) 2.0-litre turbocharged petrol engine.

European versions get 221 kW, but Volkswagen detunes the engine to deal with Australia's hot climate. This is a directive from global headquarters, and not a decision of Volkswagen Australia.

All versions will come standard with a six-speed DSG dual-clutch automatic with paddles. No manual will be offered anywhere in the world.

Power is channelled to the 19-inch wheels via a 4Motion all-wheel-drive system. It sends all power to the front in relaxed situations, but can redirect 50 per cent of torque to the rear on asphalt if needed.

This process requires use of a fifth-generation Haldex clutch to couple with the rear. It works in tandem with Volkswagen's XDL system that brakes the inside wheels and redirects power and torque to the outside, thereby minimising understeer.

It also gets a handful of driving modes including Race, which sharpens up the throttle and DSG mapping, firms up the dampers and relaxes the parameters of the ESC. Said ESC



is also fully switchable, so you can turn it off on circuits.

The main areas where the R wagon differs from the hatch are its length 4596 mm (about 300 mm longer, all behind the rear axle) and the subsequent boost in storage. You can also store 605 litres with the seats up (only 380 L in the hatch), or 1620 L with them folded.

Volkswagen claims an identical top speed of 270 km/h, albeit one that it governs to 250 km/h. The 0-100 km/h time of 5.1 seconds using the DSG's launch control system is just 0.1 sec slower than the hatch.

## Golf R400 confirmed.

The red-hot Volkswagen Golf R400 has been given the green light for production.

Volkswagen Group head of powertrain development Dr Heinz-Jakob Neusser told UK publication Car his team is hard at work honing the most insane production hatchback in the company's history.

"We have the Golf more sporty than ever, since we soon will have the Golf R400 - we will do this car," Neusser revealed.



"We are in fact in development of it right now."

Neusser's confirmation comes a little over a year after Volkswagen originally unveiled the Golf R400 concept in Beijing, and six months after reports started circling that a production version was on the cards.

The Volkswagen Golf R400 looks set to become the first model powered by the company's new high-output 2.0-litre four-cylinder turbocharged petrol engine.

The Beijing concept car produced 294 kW at 7200rpm and 450 Nm between 2400-6000rpm - 88 kW and 70 Nm more than the current Golf R flagship on which it's based. Car suggests the production version could produce anywhere between 294 kW and 309 kW - around 400 bhp in the old measurements, which is where the 'R400' name comes from.

Volkswagen claimed the six-speed dual-clutch, all-wheel-drive R400 concept can sprint from 0-100 km/h in a supercar-rivalling 3.9 seconds and on to a top speed of 280 km/h, making it a whole second and 30 km/h quicker than the Golf R respectively.

The R400 concept featured the same suspension and tyres as the R but wore unique 19-inch alloy wheels and was fitted with uprated brakes.

The concept's understated styling is expected to carry over to production, differentiated from the standard R by its lower and more aggressive front and rear bumpers, twin exhaust outlets reminiscent of the Golf R32, and potentially

yellow trim highlights, among other details.

The production model is rumoured to be unveiled at September's Frankfurt motor show before rolling down the assembly line either late this year or early in 2016. Even better, there is every likelihood it will be sold in Australia, so start saving up now.

## Golf Targa?

The next all-new Volkswagen Golf Cabriolet is a number of years away yet, but the company is considering an additional, and rather fascinating, idea to complement it.

Firstly, Volkswagen's next entirely new soft-top Golf, rather than being spun off the current Golf 7, looks set to be based on the eighth-generation Golf due in 2017/18.

In the meantime, Volkswagen will continue to produce and sell the existing Golf Cabriolet, which is based on the previous-generation Golf 6. VW has used this strategy in the past, given it never sold a cabrio based on the Golf 2, Golf 4 or Golf 5 either.

However, a concept premiered at the Geneva motor show in March 2014, called the T-Roc (see Zeitschrift April 2014) might hold a solution to either bridge a gap, or expand the Golf family even further once the Golf 8 arrives, depending on as-yet undetermined timing.

The T-Roc, as well as previewing the design language of the brand new, MQB-based five- and seven-seater Tiguan due to launch before September this year, also came with a novel Targa roof design.

This design, which denotes removable roof panels that make it a kind of pseudo convertible, might just make its way to the humble Golf hatch.

Company insiders speaking at the European launch of the Golf R wagon and Golf Alltrack last month said that a Targa roof had been discussed as a potential next step for the enormous Golf range, beyond the hatch and wagon.

"It's more than just an idea," our source said, indicating it had been discussed at high levels as an option.

The key is gauging interest. Any concept, including T-Roc, is discussed with dealers, and with the public via the media. Once this interest is determined, the Volkswagen Board makes the decision whether or not to proceed.

A production version of the T-Roc SUV to take on the likes of the Range Rover Evoque convertible is considered a strong possibility, and would be considered for the giant US market. However VW in Australia is currently rationalizing its local range, recently discontinuing the Eos convertible, so there is no certainty a Golf Targa would be sold here.

What do you think of the idea of a Targa-top Golf?



## GTI 40th anniversary special.

Volkswagen has given us an early taste of next year's 40th anniversary Golf GTI special edition by unveiling of the Volkswagen Golf GTI Clubsport concept at the Worthersee festival in Austria.



The 2016 Volkswagen Golf GTI 40th anniversary edition is set to become the most powerful GTI since the iconic nameplate's launch in 1976.

The three-door Clubsport concept - which is believed to closely resemble the 40th anniversary edition due for production next year - produces 195 kW from its tuned-up 2.0-litre four-cylinder turbocharged petrol engine. It also has a function that momentarily boosts turbo pressure increases that by 10 per cent, taking peak power to 214 kW for short bursts.

Those figures put it well clear of the 162 kW of the regular Golf GTI and the GTI Performance's uprated 169 kW output. It's also more powerful than the 206 kW hot-weather engine tune of the all-wheel-drive Golf R sold in Australia, and within a whisker of the R's 221 kW output in overseas markets.

There's no word on the concept's torque output at this stage, suggesting it's likely to match the 350 Nm of the existing GTI and Performance versions.

Volkswagen remains coy on the uprated car's performance claims, though the extra power should see it improve on the 6.4-second 0-100 km/h time of the GTI Performance.

Power will be sent to the front wheels via a six-speed dual-clutch DSG transmission, while a six-speed manual transmission is also tipped to feature in the production model.

This would make the Golf GTI Clubsport one of the fastest FWD cars ever produced, perhaps faster than the Scirocco R, Renault Megane RS and Seat Leon Cupra. However it is not close to being the most powerful ever. The W34 edition of the 1970 Oldsmobile Toronado came with a 455 cu in (7.4-litre) V8 that produced 400-bhp (298 kW) through the front wheels.

The Clubsport concept at Worthersee gets a sporty body kit with triangular intakes, aggressive black blades and a lower splitter at the front, black mirror caps and lower graphics along the side panels, bespoke 19-inch alloy wheels,

and a rooftop spoiler and reworked bumper at the rear.

The Volkswagen Golf GTI 40th anniversary edition has been confirmed to go on sale in the UK in 2016, so it should then follow for Australia a few months after that.

The local division sold the most recent anniversary model, the Golf GTI Edition 35, which was priced from \$43,490 plus on-road costs. The current GTI Performance costs \$48,490, while the Golf R starts at \$52,740.

## New W12 and 1-litre engines.

Volkswagen has unveiled what could be the high-performance bookends of its future engine range: a new 1.0-litre three-cylinder and a beefy 6.0-litre twin-turbocharged W12 engine.

VW's new 1.0-litre three-cylinder engine is based on the EA211 unit that was previously seen in the Volkswagen Up! in Australia, but this version has "the genes of the Polo WRC's rally engine".

As such, it produces a mind-blowing 200 kW of power and 270 Nm of torque as it employs a single-scroll turbocharger and "e-booster."

Dr Heinz-Jakob Neußer, who is the Development Manager for the Volkswagen brand and is also the Volkswagen Group head of powertrain development, described this new tiny terror engine as "a nice example of just how much potential combustion engines still have in them." It is unlikely that a redesigned Up! model would be reintroduced to Australia, but it is possible that the new 1-litre 200 kW engine could be fitted to the Polo for our market.

At the other end of the scale, the new W12 TSI engine



is claimed to be the "most economical twelve-cylinder engine in the luxury car segment", with the 6.0-litre unit featuring cylinder deactivation and a stop-start system. It uses Audi's FSI direct injection and Bentley's TMPI multi-point injection in combination.

No official fuel consumption figure has been announced, but VW has confirmed power outputs for the engine - there's 447 kW of power and 900 Nm of torque. According to a press release, the new engine is apparently able to propel an undisclosed vehicle from 0-100 km/h in "less than four seconds," before hitting a top speed of more than 300 km/h.

So, is an ultra high-end VW sedan on the cards? Unlikely. This engine is expected to debut in the Bentley Bentayga SUV, and as such it features a range of elements including an "oil circuit suitable for off-road use" and it should be a smooth operator thanks to the engines very own adaptive suspension system that uses "electromagnetic actuators to counteract vibrations induced by the engine."

## VW Caddy Maxi Mini.



### One man van.

It's not about size. It's about what you do with it.

What can you do with it? You can carry one whole toolbox and an impressive one passenger. Inside it's big enough to almost lie in (as long as you're average height).

To give you an idea we managed to fit one whole Labrador in the back (once we'd taken the toolbox out).

Forget parking woes and welcome the sweet satisfaction of lower fuel bills.

If you're looking for a new van for your business, think small.



Volkswagen UK ran this press release in April, as part of the annual April Fool celebrations. Would you have believed it?

Volkswagen Commercial Vehicles knows that when it comes to vans, bigger is usually better. However, with parking spaces becoming harder to find and fuel prices on the up once more, the need for an ultra-compact solution to urban deliveries is greater than ever.

Designed to cater for this exciting new market is the all-new Caddy Maxi Mini. At just 2.4 metres long, the latest addition to the Caddy range is the perfect urban van for modern businesses. Aimed at companies who want the legendary reliability and quality of a Volkswagen van, but don't require much load space, the Caddy Maxi Mini can be parked at right angles to the kerb and has a turning circle of just four metres - a figure many bicycles struggle to match.

Head of new product development at Volkswagen Commercial Vehicles UK, Dr. Avin Allaf, said: "This is the perfect van for the modern office. Let's say Kevin from Accounts wants to pop out and get a sandwich for lunch or maybe collect his tie from the dry cleaners, the Caddy Maxi Mini is the perfect vehicle. Buyers aren't paying for space they don't need."

The new Maxi Mini also offers buyers one last opportunity to enjoy the current Caddy before an all-new model arrives later this year. The fun-size package will be priced competitively when it arrives in retailers today.

"We see the Caddy Maxi Mini as our equivalent of the chocolate bars at the supermarket checkout," added Dr. Allaf. "We hope that when customers come and buy one of our multi-award-winning full-size vans, they'll add a Caddy Maxi Mini as a little treat."

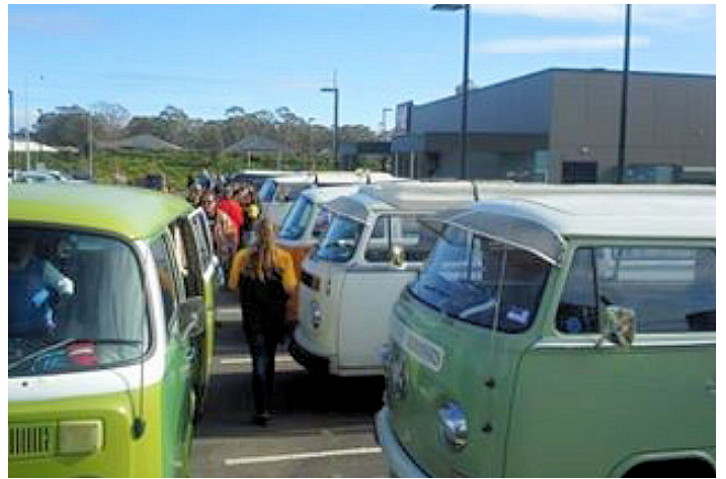
## \$1.4 million for Beetle.

The Volkswagen Type 1 was originally envisioned as a cheap mode of transportation for Germans in the years prior to WW2, but now, according to German magazine Auto Motor und Sport, one is being offered for 1 million Euros (A\$1.45 million) by a dealer in the company's home base of Wolfsburg, Germany.

So just what makes this particular Beetle so special? It's not the first one made, and it's not the last one made - but it comes close: This particular example is a 1600 Última Edición - one of the final Bugs made in Mexico before production ended there in 2003. It was built on 29 July 2003, just the day before the very last Beetle was made. It carries the Última Edición production number 109, and comes with the original Mexican paperwork. It is painted in beige with a black fabric interior.

With only 120 km on the odometer, it offers one wealthy buyer the rare opportunity to get an original 46-bhp (net) Beetle (not some modernized incarnation thereof) in factory-fresh condition, which no one has been able to do for over a dozen years now. Does that make it worth the million-euro (\$1.1M) asking price? Most German automotive experts think the car is probably worth between 25,000 and 30,000 Euro. Would YOU pay more than a million dollars to own a 2003 Mexican VW Beetle?





## Flat Four's Casual Country Cruise.

Sunday June 21st began as a cool yet sunny day, and a number of keen Vee Dubbers took up the open invitation by Flat Four Vee Dub club of Sydney to take part in a casual country cruise.

The group met at McDonalds Gregory Hills in Sydney's south west and it was not long before the carpark was filled with VW's. Beetles, Kombis, Fastbacks and Karman Ghias with their proud owners enjoying the community that is VW.

Engines roaring and drivers keen, it was not long before the group rolled out on to Camden Valley way. The line-up was impressive and many other road users could not keep their eyes off them.

I have to say that as the lead vehicle that I found it a truly amazing feeling to see such a long line up of treasures rolling down the road.

The group cruised slowly together through Narellan and then on through Camden township, where again heads turned towards to the air cooled motor cars rumbling through the streets.

Turning on to Burragorang Road the long line of VWs motored through the sleepy rural countryside to reach the first stop, the Burragorang lookout at Nattai. The carpark at Burragorang lookout was soon flooded with VWs. The N.S.W National park ranger was busy taking pictures as he revelled in seeing the high visitor numbers as well as enjoying the classic cars for which he admitted holding a secret love.



Burragorang lookout did not disappoint, the clear day provided drivers and their families with magnificent views over the Sydney water catchment. Such a beautiful and peaceful place so close to Sydney is a hidden gem and well worth the visit.

After drinking in the views and a short morning tea the group again rumbled out en route to the second and final destination, George IV Inn at Picton.



Due to a slight navigational error the Kombis in the group took a wrong turn but thankfully managed to make it to Picton in time for lunch and a catch up. Despite the minor mix up all drivers enjoyed cruising through the countryside. Even the cows got a kick out of it.

Needless to say the Inn was a little overwhelmed by the patronage provided by the group, but as Vee Dubbers are a generally patient group all ended well. The beer garden at the Inn provided the perfect spot for participants to enjoy their favourite drink while chatting to other drivers.

Flat Four Vee Dub Club wishes to thank everyone who ventured out to be a part of the cruise and making it such an enjoyable day.

Flat Four would also like to take this opportunity to invite enthusiasts to its annual observation run being held on Sunday July 19th 2015. For details and to R.S.V.P please see the flyer on page 3, or see Flat Four Vee Dub Club Sydney on Facebook.

Rodney Raymond



## June Cruise to Boorowa.

On Saturday 13 June 15, members of the Canberra Chapter travelled to Boorowa in regional NSW. Boorowa is approximately 114 km from Canberra and 300 km from Sydney, an enjoyable and somewhat leisurely drive from Canberra through rolling agricultural countryside.

A key attraction for the car enthusiast is the presence in the town of Penrose Motors who do fine restorations of classic cars. Steve and Fred Penrose have extensive experience with VWs and their knowledge of the vehicles is worth bottling.

The cruise from Canberra commenced with a meet-up at the National Dinosaur Museum, located at Gold Creek and after some photographs and safety briefings we set off, initially following the Barton Hwy to Yass, where we tuned South-West along the Hume Hwy. After about 5 km we turned down the Lachlan Valley Hwy taking us the 40 km or so to Boorowa.

Arriving at Boorowa, we pulled in to the Penrose Motors yard, and viewed the fine collection of cars under repair/ restoration. One of the stars in the yard/workshop was Fred Penrose's Holden Ute, which had been awarded 'Best Holden Ute' at the Deniliquin Ute muster, a huge event which is held annually and attracts more than 800 Utes to

'Deni' every year. In addition, there was a VW speedster, a Type 3 fastback, a very well restored Morris Minor, a Karman and a tatty Kombi shell.

The Kombi in Australia has become extraordinarily desirable, and this particular shell, which had no engine and no interior, and had the front axle of a Holden car where the engine and rear driveshafts ought to be, had been bought as a rolling rusty shell for \$6000. The owner has asked the Penrose's to restore it, and to transform it into a 23-window Samba. Among other things, this will involve fitting a new roof, which the owner is getting from the US, and cutting four extra windows into the shell. All this as well as making the body good, rebuilding the back end to actually have an engine, and fitting the appropriate interior.



It sounds incredulous, but Steve and Fred recently rebuilt another Kombi which sold a couple of months ago in Melbourne for the princely sum of \$202,000.

Ever the generous hosts, Steve and Fred catered for the day with a delicious BBQ and light refreshments. After lunch, members were free to explore Boorowa, visiting the excellent Glenara Galley which sells art and woodcraft, and the Court House (now an information centre/shop/tearoom) where a truly excellent Devonshire Tea was served.

That evening, members of the cruise stayed at the Boorowa Hotel with the cars safely garaged at Penrose Motors. We were ably hosted by the proprietor, the affable Michael Ward and enjoyed drinks, darts, pool and a very good pub meal before settling in for the night.

After a somewhat slow start in the morning, we breakfasted, collected the cars and headed back to Canberra in the sunshine.

Rod Robertson





the depot and the Lapstone Zig Zag we divided into two groups for a guided tour of the Roundhouse and the District Locomotive Engineers Office where displays of railway equipment, lamps, engine identification plates, models etc.. now take pride of place.

Our guides were well informed described in detail the day to day workings of this little gem of a Railway Museum.

The steam tram was running a shuttle on the day and rides down to the points was a treat for our young and older members.

There is something about the experience of live working steam. Valley Heights has giant 4-8-2 goods locomotive 5711 under restoration, and sometime in the future it will be under steam. Our

visit helped contribute a little to this goal.

## Norm's Fish & Chips Run to Valley Heights.

This year's turn out on Sunday 28th June was a mix of 18 VWs, heading away from the M4 Maccas at the allotted time of 9:30am.

The run up to Valley Heights Railway Museum is just 38km and had us arriving just after 10am.



Keith Ward the museum Publicity Officer was well prepared for our arrival and the gates were opened for our exclusive admission and parking adjacent to the yard turntable.

After a briefing and short video showing the history of





Late lunch or early dinner was at Springwood Sporties Club. While waiting the 22 members and 4 children had our chance to announce the raffle and day trophy winners.

Best Air-cooled went to Laurie Murray's recently restored Smoke Grey '64 Beetle. Laurie and Gwen have had this gem since new.

Best Kombi / Commercial went to 'Doctor' Andy Clements' Pastel Green left-hand-drive single cab splitty.

Best Watercooled went to Zorin and his Brown Golf wagon.

Rudi scored first pick in the raffle and walked away with a remote control beetle and was reported trying it out at Penrith Skate Park on the way home. (No water there).

Thanks to the helpers on the day, Shirley for prizes, Martha for counting votes and photos, Brian for toting gear in his car and Megan Riley and Joe for the photos. Especially to YOU the members for turning out.

Remember on these runs we try and find places of interest not only for VW owners, but also for your family and children. Why not come along and enjoy your Club Run in the future.

Norm Robertson



steam tram, first time I've been in one of them because they became extinct in the late 30's I think.

We headed to Springwood Country Club about 1.00pm. The food was great, except that we waited around an hour before we sat down and had lunch, the chefs were very busy with all of us turning up for a feed. Anyway it was a good day out, we all had a good time and congratulations to Norm who organized it all.

And by the way the fish & chips that I, Carl, Shirley & Sue had were quite good, not the ones that John West rejects.

Joe Buttigieg



## Joe's Fish & Chips report.

I'm sending you the pictures from the Steam Train Museum at Valley Heights - the first photo was taken at McDonald's Eastern Creek. Just to give you some statistics, I counted 22 adults and four children, there were 10 Beetles, 3 Kombis, one Karmann Ghia and two water-cooled VWs.

We left McDonald's at 9.40am and arrived at the Museum about 10.15am just a short drive of about 38 km. We spend about two and a half hours looking at those locomotives and carriages of days gone by, they reminded me of the time I worked at the Enfield Steam Locomotive Workshop back in the late 60's where I worked in the Timekeeping office. We also had a 20 minute ride in the





## VfL Wolfsburg finish 2nd.

The German Bundesliga national soccer competition finished the 2014-15 season last month. Our team, the VfL Wolfsburg 'Wolves', finished runners-up, the second-best ever result for the team.

The Bundesliga starts in August every year, late in the European summer. It is comprised of 18 professional teams from across Germany, as well as another 18 in the lower-level '2 Bundesliga.' The Bundesliga ranks among the best national football competitions in the world, such as the Spanish La Liga, the Italian Serie A and the English Premier League.

Our team, the VfL Wolfsburg 'Wolves', were formed in the Volkswagen town in 1945 but have spent most of their history as an amateur or regional team. VfL stands for 'Verein für Leibesübungen,' or 'club for exercises' (sports club). They are still a Wolfsburg-based sports club that also does athletics, badminton and handball, as well as junior, women's and social soccer. The professional football arm of the organisation is owned by Volkswagen AG and has competed in the lower levels of the Bundesliga since 1992, and the top level since 1998. The Wolves won their first (and so far, only) premiership in 2008-09, under the coaching of Felix Magath.

Last year, in 2013-14, VfL Wolfsburg finished the Bundesliga in fifth, which qualified them for the European UEFA Europa League, the secondary European inter-club championship. In the 48-team Group stage VfL Wolfsburg were in Group H, where last August they defeated Krasnodar (Russia) 5-1 and 4-2, won 3-0 and drew 1-1 with Lille (France) but lost 0-2 and 1-4 to Everton (UK). This put the Wolves 2nd in the Group behind Everton, and they advanced to the Knockout stage, the only German club in the last 32.

The Wolves first met Sporting Clube de Portugal, who they knocked out 2-0 and 0-0. They then met Inter Milan

(Italy), and defeated them 3-1 and 2-1. This took VfL Wolfsburg into the final 8 for just their second time ever. Unfortunately this was as far as they went, for their next opponent was S.S.C Napoli, who drew 2-2 then defeated the Wolves 4-1, knocking them out.

This was the same level to which VfL Wolfsburg progressed the only other time they competed in the European league. When the Wolves were Bundesliga premiers in 2008-09, they qualified for the top-flight UEFA Champions League. However they failed to progress past the Group stage, and dropped back to the Europa League Group stage where they again made the knockout stage. At that time

they defeated Villarreal FC (Spain) and Rubin Kazan (Russia), making the last 8, but were eliminated by Fulham (UK).

The 2014-15 Bundesliga started in August 2014 and was played over two rounds of 17 matches, 34 in all. There is a large break over the December-January Christmas winter period. VfL Wolfsburg played 34 matches, winning 20, drawing 9 and losing only 5. The Wolves scored 72 goals for, and just 38 against, a difference of +34. The Wolves did not lose a single home game at their 30,000-seat Volkswagen Stadium in Wolfsburg. Some memorable wins for the Wolves include a 4-0 away demolition of VfB Stuttgart and an exciting away defeat of Bayer Leverkusen 5-4; and a brilliant 4-1 victory at home over eventual premiers Bayern Munich. The Wolves never lost by more than one goal all season.

The Premiers were the powerful Bayern Munich club, which won the German competition for the 24th time, winning 25 matches (but also suffering 5 losses).



The two bottom teams on the Bundesliga table, SC Freiburg and SC Paderborn, only won 7 matches each. They are relegated to the 2 Bundesliga for next season. Freiburg traditionally go up and down between the two leagues, while Paderborn are demoted after their one and only season in the top league. The top two teams from 2 Bundesliga, FC Ingolstadt and SV Darmstadt, are promoted to the Bundesliga in their place. Ingolstadt has only existed since 2004 and has never been in the top Bundesliga before, while Darmstadt (formed 1898) returns for the first time since 1982.

There was also a play-off for a Bundesliga place for the 3-last team (Hamburger SV) against the third-placed 2

Bundesliga team (Karlsruher SC). Hamburger won 3-2 on aggregate, thus staying in the top league.

With the Wolves finishing the 2014-15 Bundesliga in second place, they have now again qualified for the top-flight UEFA Champions League, and along with Bayern Munich will go straight to the Group stage. That competition starts in August, just before the 2015-16 Bundesliga begins.

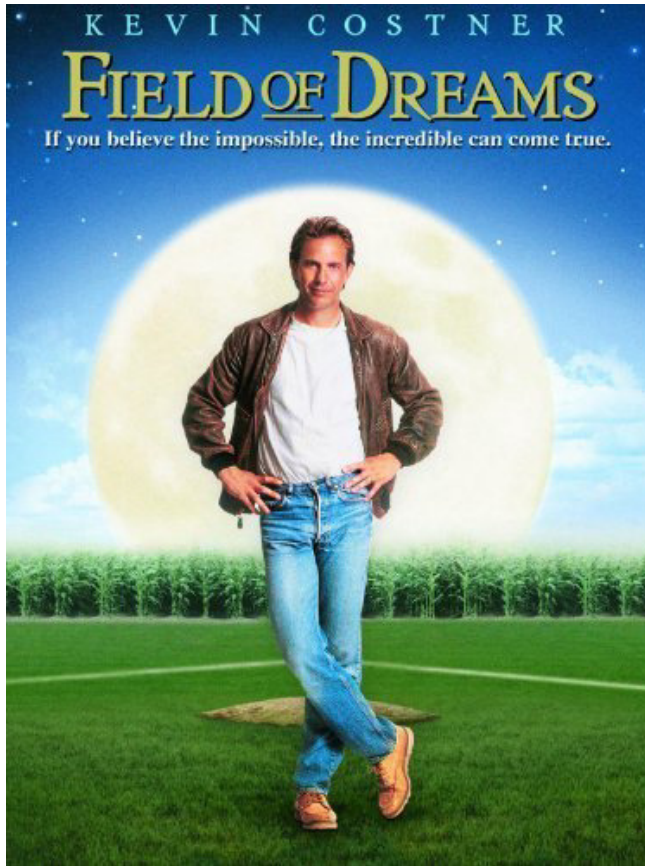
Read more about the VfL Wolfsburg Wolves at their website, [www.vfl-wolfsburg.de](http://www.vfl-wolfsburg.de)

## The Toy Department.

This month we some further updates on the good work being done by Greenlight models, and after the V Dub Series One we featured last month we now have the 1/66 scale release of the Field of Dreams VW Kombi from the movie 'Field of Dreams.'

Field of Dreams is a 1989 American fantasy-drama film directed by Phil Alden Robinson, who also wrote the screenplay, adapting W. P. Kinsella's novel Shoeless Joe. It stars Kevin Costner, Amy Madigan, James Earl Jones, Ray Liotta and Burt Lancaster.

Ray Kinsella is a novice Iowa farmer who lives with



his wife Annie and daughter Karin. In the opening narration, Ray explains how he had a troubled relationship with his father, John Kinsella, who had been a devoted baseball fan. While walking through his cornfield one evening, Ray hears a voice whispering, "If you build it, they will come." Ray continues hearing the voice before finally seeing a vision of a baseball diamond in his field...

Anyway today the Kombi ends up being the star and so they made a diecast replica and good for us it is.

The better part is that there is talk of 1/18 scale version and not only a T2a but also a T2b high light and these images are the prototype test previews of the two models (subject to change)

I personally think a 1/18 scale high light kombi is going

to be great and a first in this scale. Here's hoping it comes to fruition!

Happy collecting

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



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# FIELD OF DREAMS





## Porsche wins 24 Hours of Le Mans 2015.

Porsche has defeated Audi and Toyota to achieve its first victory in the famous Le Mans 24 Hours since 1998. Formula 1 driver Nico Hulkenberg, Nick Tandy and Earl Bamber lead a Porsche one-two finish at the famous race last month. 'Aussie' Mark Webber co-drove the second Porsche.

The Porsche Team qualified 1-2-3 on the starting grid after qualifying. Timo Bernhard's first timed lap of 3:17.767 in the #17 Porsche 919 Hybrid broke Audi's 2008 lap record by nearly a second, only to be followed by Neel Jani in the #18 Porsche with a 3:16.887 lap time. Neither driver improved their times over the rest of the session, giving the #18 Porsche provisional pole position, followed by the #17 and #19 Porsches. The trio of Audi R18 e-Tron quattros followed, with Loïc Duval leading the group in Audi #8 but nearly three second off the pole pace. Toyota's best effort came from Stéphane Sarrazin in the #2 car, nearly two seconds adrift of the Audi lap times. Nissan's lap times improved to a 3:38.468, but were over twenty seconds off the pole position time.

The 83rd running of the world's most famous motor race began at 3pm on Saturday 13th June, in cloudy, cool weather. 55 cars took part, spread over four race categories. After five laps the #19 Porsche in third was passed by all three Audi R18s. Hulkenburg eventually took back fifth position only to fall back again after the first pit stop. At the end of the first hour, just 7.5 seconds separated the first six



cars, all Porsches and Audis. Then the factory GTE #92 Porsche caught fire, with the the #13 Rebellion P1 car taking frontal damage in the ensuing carnage. With the safety car out, the field was bunched up.

The fight between Audi and Porsche continued into the second hour. The #7 Audi passed both leading Porsches to take the lead. Porsche regained the lead after a round of pit-stops, but the Audi overtook once again and pulled out to a three-second gap. At the beginning of the third hour it was Audi #7, Porsche #17, #18, and #19, followed by Audi #8 and #9. 33 seconds separated this group, with the best Toyota a minute back from the front car.

Audi was looking strong early, running four stints per set of tyres while the Porsche cars had to change rubber every third stop.

But after a quick refuelling, the lead #7 Audi R18 got a puncture which allowed Porsche to take over the top two spots. Then as the third hour came to an end a yellow flag caused traffic to bunch up. The #8 Audi got stuck with nowhere to slow down. Driver Loic Duval hit the guard rail and careened across the track, damaging the front and rear bodywork. The rest of the car was still intact, though, and once in the pits Audi replaced the entire front and rear of that in only three minutes.

Most of the fourth hour was spent under caution while the barrier was repaired from the Audi crash. Then the #88 Porsche 911 RSR caught fire and sprayed oil on the track, extending the yellow flag further. The front of the race settled down for a while, with the #17 Porsche in the lead, followed by #9 and #7 Audis in second and third.



Early in the fifth hour with the race restarted, the #9 Audi closed the gap to the lead #17 Porsche to less than 0.4 seconds. In the sixth hour and half a lap behind the leaders, the #1 Toyota driven by Anthony Davidson pushed too hard and damaged the front of his car, effectively crushing any chance Toyota had at a podium position. As the sun set, lap times drop below 3:19 in the cooler air. Porsche continues to lead with the #17 car, followed by the #7 and #9 Audis with a spread of only 10 seconds.

After nine hours and more than a third into the race, the top four cars - two Audis and two Porsches - were all still on the lead lap. The safety car came out again after a crash by the #36 Signatech Alpine LMP2 car, which bunched up the



front group. After the restart, the #7 Audi maintained the lead, while Nico Hulkenburg in Porsche #19 overtook Mark Webber in Porsche #17. Mark Webber also got a one-minute penalty for passing under yellow. In GTE Pro the Corvette continued to lead. The #47 Oreca car is in front of the P2 class, while Aston Martin leads the GTE Am division.

Morning at Le Mans comes after 15 hours of racing. Through the night the #19 Porsche took the lead and stretched it out over the #7 Audi, with just 25 km of distance separating the first four cars. There was still nine hours of racing to go, with the threat of rain looming and potential tyre shortages for Porsche things could still be interesting.

And then there were three. Proof that anything can still happen at Le Mans, the #7 Audi running third suddenly lost its rear bodywork. The ensuing repairs took a full seven minutes in the garage, dropping it back to fifth and effectively ending that car's chances.

Around 7:45 am the #96 Aston Martin spun and hit the barrier, bringing out the safety car. With the field bunched up into three groups, the lead Porsche was just behind the second place Audi - in other words, nearly a lap ahead.

The lead #19 Porsche, up a lap, then pulled into the garage for a quick change of the rear body shell and wing along with a driver change, coming back out without losing the lead. The time allowed the second and third place cars to get back on the lead lap.

As the safety car came in, Mark Webber in the #17 Porsche passed the #9 Audi for a Porsche 1-2 with just under seven hours to go. The front of the race remains Porsche-Audi-Porsche, with the #19 running steady in the lead.

With five hours to go the race lacked any last-minute drama. Porsche continued to hold the top two spots, with the third-place #9 Audi was two laps off the lead thanks to an unscheduled 20-minute stop to replace a front driveshaft. There were also problems for the other two Audis. The #8 car, which was crashed early in the race, had to make a further unscheduled stop for a change of engine cover.

With less than four hours to go some light rain hit parts of the track, but no cars bothered changing to wet tyres and it passed without event. In the 21st hour Audi rotated positions three through five as #9 made a brief garage stop due to intermittent problems with its hybrid system. #7 assumed third place. The #8 Audi then went into the garage for a short repair to the body and dropped a spot. The #9 was soon back in the garage for more repairs,

which allows the #18 Porsche to assume fifth and the #2 Toyota to reach sixth. The #9 Audi returned in seventh.

All that was left after that was for Porsche to nurse its #19 and #17 cars home to a one-two finish, including taking care during a light shower of rain in the final 10 minutes. The winning Porsche #19 completed 395 laps, with Porsche #17 just one lap behind.

Audi #7 finished in third with 393 laps, and Audi #8 was fourth, a lap further back. The third Porsche #18, which had started on pole - finished fifth, a further lap behind. Then came the Toyota Racing Team #2 in sixth on 387 laps, and the third Audi #9 in seventh on the same lap as the Toyota.



It was Porsche's 17th win at Le Mans, the most by any maker. The last time Porsche won was back in 1998, with the 911 GT1 that year. Apart from BMW's sole win in 1999, and Peugeot's win in 2009, every race since then been won by Audi. The Bentley Speed 8 that won in 2003 was an Audi R8 underneath. The win by Porsche this year prevented Audi from winning six in a row. Porsche won seven years in a row, 1981 to 1987 inclusive.

Porsche's wins at Le Mans have been 1970, '71, '76, '77, '79, '81, '82, '83, '84, '85, '86, '87, '94, '96, '97, '98 and now '15.

In the LMP2 category the winner was the #47 JC Motorgroup Oreca-Nissan 05, ahead of the #38 Jota Sport Gibson-Nissan OS (previously Zytec).

In the LMGTE Pro category, the #64 Corvette Racing-GM Chevrolet Corvette C7R was a clear winner, five laps ahead of the #71 AF Corse Ferrari 458 GT2.

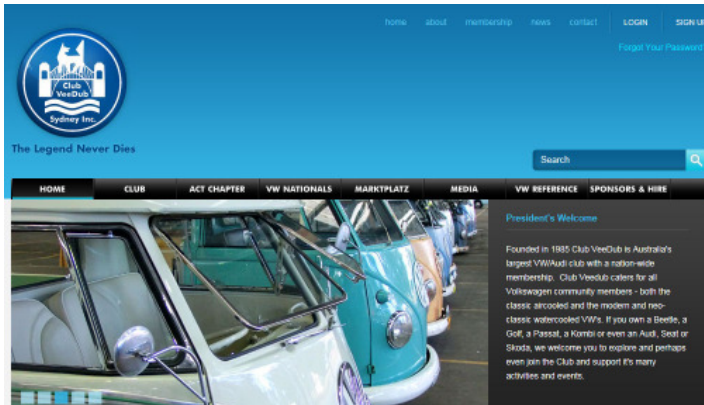
In the LMGTE Am category, the #72 SMP Racing Ferrari 458 GT2 just held off the #77 Dempsey-Proton Racing Porsche 911 RSR.



## From our website.

Here are yet more examples of real messages left on our Club website by members of the public. All of these messages were posted in 2012, three years ago. They make interesting reading!

All of these messages received courteous and informative replies from our committee – mostly 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?



26/8/12 I have a VW camper Van Tent it is original with VW stamp/canvas with floor in very good condition 4 sale can we advertise through your magazine? cost? Etc Barry

1/9/12 Trying to locate a type 3 enthusiast who can assist me in valuing my 73 1600 Variant/Wagon...incomplete restoration, panels separate and stripped..body original avocado green, rolling shell w motor in. Hoping to sell in next week due to move...comes with some nos parts inc, 90% rust removed. Just hoping someone may be able to be put into contact with me regarding valuation for sale? James.

2/9/12 Need an auto transmission for a 2000 Transporter Trakka 2.5 AET/EQB Please advise if you can help?? Allan

14/9/12 I have just bought a 71 Beetle L. A barn find, stored for 10 yrs. I'm seeing a lot on the net about a Super Beetle. Is this one of them. I understand this is different to the Superbug that came about a bit later. Also, the previous owner stated that is a numbered model relating to the first 1,500 bugs built after the 15 Million anniversary model. It has the number 950 on the glove box. Can you help. I'm new to Volkswagen. Regards Mike

29/9/12 Hi there I'm getting married 25 Nov this year. I'm looking for a VW red convertible for our wedding car...I understand you are a club but would u be able to help me out in respect to where I might be able to find one for hire? Many thanks for ur help. I've been looking everywhere. No wedding car company in Sydney has these. Cass

30/9/12 I tried to contact Classic Vee-Dub (Rydalmere) to buy parts for our 9/74 Superbug, but they are not answering and appear to have closed their doors. Still trading elsewhere? I'm active in Maitland Classic Motor Assn, NSW. Brett

2/10/12 G'day. I attended the Kombi Fest at Old Bar last

weekend and videoed the whole shebang. Had a great time. I owned one of those old girls for 8 years back in the late 80s and early 90s. If you care to check out the video it's at [www.aussieodyssey.com/journal0061.html](http://www.aussieodyssey.com/journal0061.html)

5/10/12 Looking for a Kombi van for even hire in or near Canberra? Preferably a colourful one :) Grace

5/10/12 Hi there I spoke to someone a few days ago who was very helpful in recommending Cupid Wedding Car Hire for a Volkswagen beetle. I love these cars. Unfortunately Cupid doesn't have the beetle available for the day we are looking at. Accordingly, would you be able to recommend any other Volkswagen beetle (ESP convertible) places? I greatly appreciate your assistance. Cassandra

5/10/12 Hi, I would like to know whether the club can help with vintage rego? I do not know much about it, but wifey would be more accepting if car was on club rego ie cheaper cheers Peter

6/10/12 Hi there, I'm interested in joining the club but I was wondering can I attend a meeting beforehand, just to check you guys out before I commit? Also, I've only got a 2010 Golf 77TSI so it's not a collectable by any definition - can I still join? Kind regards, Nick

8/10/12 Hey guys, I'm from Newcastle and am restoring a 75 L series bug and am looking at joining a club on its completion to take advantage of historic registration. Is that something you guys accommodate if so what conditions would be in place. Cheers Ned

12/10/12 I am trying to replace the 2 front seats of my Transporter 2007 with better seats. I understand the Multivan has arm rests lumber support and adjustable height. Does anyone have suggestions where I can get 2 of these seats please. Ta Mark

13/10/12 I own a 1963 beetle ragtop and am looking for a original steering wheel or reproduction for my VW. Can you put me on to someone that sells them. Thank you regards Mark

15/10/12 I have a 1974 beetle 1500 i think, i am restoring it and have had the compensating or overload spring (above transmission engine) off it for a while the book i have has a different diagram than the set up i have the main problem is where the axle tube brackets fit, could the club suggest a book or diagram that i could use, should have taken pictures when removing. Any help would be appreciated. Robert

19/10/12 I have a what appears to be an original Kombi roofrack 1300 W 2300 L. Free to a good home if someone is interested. William

22/10/12 Hi, I would like to enquire on rates to hire a beetle for a photoshoot for a full day. We are after a more "vintage" beetle rather than modern. It is for a winter range, so we are after darker colours like burgundy, etc. The shoot is this friday, so if you could let me know ASAP, that'd be great! Thank you. Have a lovely day. Natalia

23/10/12 Hi I'm trying to find someone who we can hire a Kombi for a Yr12 Formal 14th November 2012 4.30pm till 5.30pm for about 4-6 girls Bateau Bay to Terrigal Thanks Sue

23/10/12 I own a 1972 Kombi 9 seater microbus, Chassis # 222 2 056 509 can you tell me a little about this bus as the chassis number is unusual, the motor size as have a U series dual relief in it. John

28/10/12 Hello, I am just inquiring if you have two kombis available for a school formal service on the 14th November. Pick up area is Oatley, drop off is Doltone House in the city. Hope to hear from you soon, Thank you. Grace

30/10/12 Hey guys, just joined the veedub club :) i need some help with my golf mk3 gti. i'd like to buy a bush kit. hopefully with the member discount. where do i have to look or who do i have to contact? thank you very much. regards,your Seb

31/10/12 Are ther photos of the 2012 Nationals on the website or am i looking in the wrong place? Greg

1/11/12 Hi. We would like to get more info regarding the opening day of the new classic car sales outlet at Artarmon in November Please. We would be interested in placing our 1965 VW Beetle there on the day Regards Craig & Leslie

3/11/12 Hello - our school is holding a 1970's History day on the 16/11 and we are hoping to find a VW Kombi van to visit our school. Are you able to help? Thanks Louise

4/11/12 I am currently looking for Kombi vans to have as wedding cars in November 2013. I am from the Orange, NSW area and was wondering if you know of anyone in this area who may have one and be willing to use it as a wedding car? Kind regards, Meaghan

6/11/12 I have a 1963 VW Beetle that I unfortunately have to sell. I would like it to go to a good home - what is the best way to advertise to your members? Donna

8/11/12 I am looking to hire an older model Volkswagen Beetle for a photo shoot this coming Monday 12 November in Sydney. The shoot will take place in The Eastern Suburbs. I was wondering if any of your members would have a car that they would be interested in hiring out for the shoot. Rebecca

10/11/12 Hello, I am a Canberra chapter member and I have a Beetle for sale. I would like to post an ad in the magazine and also online where Canberra members can see it. How should I go about doing this? thankyou :) Julia

13/11/12 Good Morning, I am to be married next year 17/08/2013 and really wanted kombis and beetles to be my wedding cars. Can you please confirm if any of your members are willing to hire their vehicles for this purpose, Kindest regards Jessica

15/11/12 Hello i was hoping you could help me I am waanting to hire a beetle and kombi for a wedding in Ulladulla nsw would you be able to direct me to anyone

available to do that I am willing to pay or donate to a charity etc. thanks for your time Nadine

16/11/12 Hello everyone,we are 1 of the biggest suppliers of new and original VW engines and gearboxes in Europe. I wonder if anyone can bring me in contact to people in australie who are looking for new original new parts. Visit my website at [www.ronald-morien.nl/en/](http://www.ronald-morien.nl/en/) thanks Rudolf

20/11/12 I have a car for sale its a type 3 very good condition ...its on carsales, can I advertise here? thanks v much for your help Patrick

21/11/12 Hi Guys I am planning a wedding for Nov 2013 and would love if I could get a few VW Kombis for the cars. The wedding will be in Newcastle NSW. Do you have any members in your club that may be able to help. Regards Daniel

22/11/12 Hi,I was just wondering whether you hold any events in Perth, or if you are just based in NSW?Thanks, Cassidy

22/11/12 VW transporter Ambulance T5 4 motion 2007, added on fibreglass roof. Can anyone please suggest where I can get a wiring diagram of the VW ambulance. There are heaps of extra fuses under the driver and passenger seats. What are they please. Also, where can I get a good service book for the van - diesel. Thanks Mark

23/11/12 Looking to sell 1970 (green) Beetle, original purchase documents held car located in Raymond Terrace. Rego expired 17/11/2012 Kym

25/11/12 Hi, I'm 17 and have recently bought a superbug that i have tried to pin as a 71 - 72 model and would like to know of anyone that i could buy a complete shell from or even the entire car without a motor or box as this one is fine, the previous owner tried to chop the roof and turn it into a hotrod but just wrecked the body almost completely, next to beyond repair...Conor

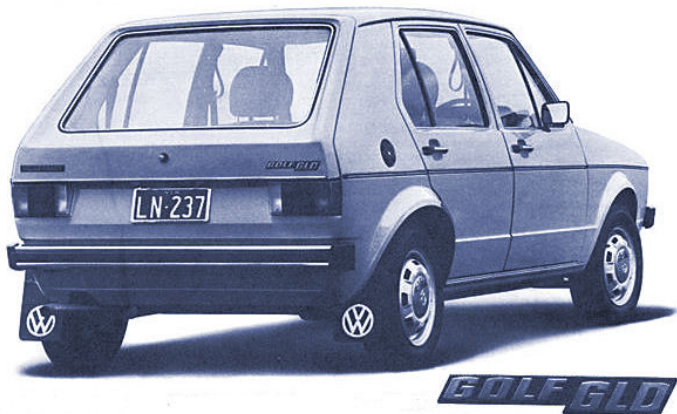
26/11/12 Hello, in the German magazin 'Spiegel', I found an article about a red beetle (red terror - Antarctica 1) in 2003 I imported a red beetle from 1963 to Germany. If you interested on more details, please contact me. kind regards Klaus

26/11/12 Hi there, my fiance and i are looking at hiring a beetle and a kombi for our wedding in July next year, do you hire out your VWs or could you pass on any details of someone who does? Thanks so much, Katie

27/11/12 Sold my mums 1956 VW in 1970/71 in Sydney and was wondering if it survived reg BBR-223 Grey with red interior, cheers Graham

1/12/12 Hi I have a new very large 750mm long vw Herbie remote control car for sale. please send your email address, and I will send information and photo Steve

# VOLKSWAGEN PRESENTS THE DRIVER'S DIESEL.



## The Volkswagen Diesel story.

Diesel-powered automobiles appeared relatively late in Volkswagen's production history, but they quickly proved worthy of VW's tendency to do things differently.

Volkswagen was the first carmaker to manage the technical breakthrough of a small passenger car diesel power plant for the general market, one based entirely on a petrol engine, and yet equal or superior to purpose-built diesels without their weight. That accomplishment ensured VW a permanent place in the compression ignition world.

Virtually every automobile engineer of the last half-century has dreamed at some time of turning his everyday Otto (spark ignition) petrol engine into an equally light, compact and handy diesel with a minimum of special design or tooling. Several, including Porsche himself with the original Beetle engine, tried the task but few came anywhere near success. The diesel automobile remained an outsider, as makers had to fit scaled-down truck engines, which were heavy, crude and underpowered.

In 1973, however, Volkswagen engineers decided they badly needed a future diesel line-up to parallel and protect their now-successful petrol engines. While they were at the job, they aimed for the position of number one in passenger car diesel production as well. This ambitious operation was based on three pre-conditions: their engine must be light as a unit, while overall vehicle weight as such must be kept low as well, and they would need a wider than usual revolution range by diesel standards. None of these factors was common among small truck-based diesels of the time.

Finite element experiments indicated that the VW Passat/Golf 1.5 litre engine, based on Kraus' Type 827 (first seen publicly in the Audi 80), would do just fine. Next step was a test series with a Peugeot 204 diesel, then the smallest automobile diesel sold in Europe. They lifted that to 52 kW with turbocharging, clearly indicating that VW intended to supercharge its own diesels from the first.

VW boss Rudolf Leiding liked this Peugeot well enough to give his team a mandate to do better. In only three more months they had their own engine on the test bed, one producing the target 38 kW (50-bhp) immediately so they could move right to optimisation, with the aid of Bosch who provided the vital injection system.

By mid-1974 VW was running durability tests and pushing its first cars around the Ehra test ground. This phase was especially intensive, despite a relatively short list of problems, because they were using petrol engine parts and had to be doubly sure these would stand up. Such maximum use of common parts was part of their concept from the first—to keep costs down. Tight manufacturing tolerances would even allow them to build both engines on one line.

Furthermore, VW found they could use a Golf drive line without change. One test engine passed the 100,000 km mark by the autumn of 1974 without causing any notable problems to chassis or body. Wolfsburg had actually been so confident of this outcome they had started production planning the previous August, with all goals met.

They needed high volumetric efficiency at high (for a diesel) engine speeds, high compression temperatures at cranking speed for easy start and idle, and a silenced induction system. This led to a swirl chamber design for low consumption with decent performance. The aim was a 5,000 rpm peak and specific output of 25 kW/litre. Peak pressures were held close to final compression pressure to minimise stress, but also to contain noise. Their tall, stiff aluminium head proved easy to adapt since it was almost diesel-type anyway. Valves were all on one side so their swirl chamber could go on the other, with injector nozzles fitted where the spark plug holes had been. Ribs cast into this head served to direct coolant flow as well.

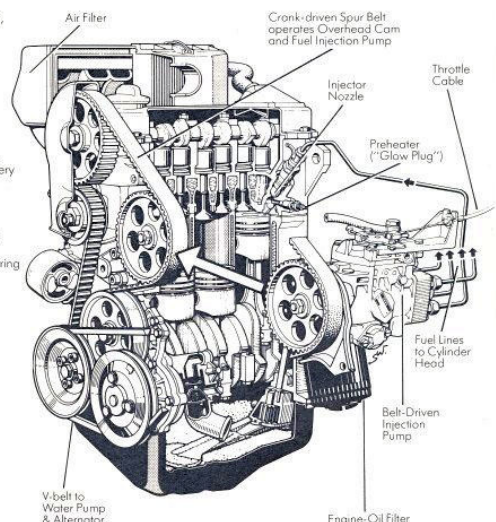
Any diesel needs a compression ratio of at least 20:1 for acceptable cold start and idle, while 16 or 18:1 gives lower consumption. VW settled on 23:1, just on the high side of average.

In production they actually used three different head gasket thicknesses to maintain ideal piston to valve clearances and thus have a compression range of 22.5 to 23.7:1. Tight fit between combustion chamber, pistons and valves set a limit on valve lift, so the intake camshaft was timed to close early

## GOLF GLD. AN INSIDE LOOK.

### Technical data Golf Diesel

Type of construction	Transversely mounted, cylinders in line
Method of combustion	Swirl chamber
Type	Four-stroke
No. of cylinders	4
Effective capacity [cm <sup>3</sup> ]	1471
Bore x stroke	76.5 x 80.0 mm
Output [bhp/kW at rpm DIN rating]	50/37/5000
Compression ratio	23.5
Output	34 bhp/litre
Max. torque [mkg/Nm at rpm DIN rating]	8.2/82/3000
Electrical system	12 Volt, 35 amp. max. alternator, 63 Ah battery
Firing order	1-3-4-2
Fuel injection pump	Distributor type
Governor	Mechanical
Cooling	Water
Tank capacity	approx. 45 litres
Front suspension	Suspension struts and wishbones
Rear suspension	Torsion beam axle, spring damping elements
Tires	155SR 13 steel radial
Rims	4½ J x 13
Brakes front/rear	Disc/Drum
Wheelbase	2400 mm
Track front/rear	1390/1350 mm
Turning circle diameter	approx. 10.30 m
Length	3725 mm
Width	1610 mm
Height	1410 mm
Unladen weight, 4 door	830 kg
Permissible total weight	1250 kg
Payload, 4 door	420 kg
Permissible trailer load, braked/unbraked	800/400 kg
Luggage compartment capacity with rear seat backrest up/down	350/1100 litres
Top speed	140 [km/h]
Acceleration	
0-80 km/h	11.5 seconds
0-100 km/h	18.0 seconds
Fuel consumption DIN rating	6.5 litres/100 km





and open late, for proper filling.

Early cold-start problems were overcome by containing heat loss, allowing them to claim that any production engine will still fire at -20 degrees C. A cold-start knob, used much like a petrol engine choke, advanced ignition timing then disengaged at 2,000 rpm. This reduced the characteristic blue cloud, improved throttle response and speeded warm-up.

The radiator from their 'tropic' kit handled extra cooling needs, while exhaust ports were water jacketed. New, resistor glow plugs provided high initial current flow, then tapered off. Autothermic pistons with special rings set very tight limits on blow-by so oil changes could be stretched to 7,500 km intervals. The belt driving their overhead camshaft was completely enclosed for the diesel, with a new tooth pattern as well.

Bosch injection works at 130 bar, with dynamic injection-ram effect. Engine operation is controlled by altering the amount injected while air flow remains constant, a small but key factor in diesel driving for the everyday user. Should he run the tank dry, once a diesel car trauma, it would not be necessary to bleed the pump before restarting.

None of these technical features covered totally new ground, but VW achieved an excellent mix and did it with a petrol engine base. Their engine surprised even its own designers (slightly) by the time it went into production at their Salzgitter plant, just 24 months after plans were first laid. Then the launch was set back somewhat at the last minute to solve a problem with broken exhaust pipes and to have ample cars for every dealer on day one. The limiting factor then, and ever since, proved to be enough injection pumps.

By debut day Volkswagen had mass-tested 300 cars, including some engines in the larger Passat, between Christmas 1975 and September 1976. Of those, 50 were sent to America for everyday use.

Once an engine completed its 100,000 km, it was torn down and checked minutely. VW confidently predicted twice the engine life span of their petrol Golf and pressed forward with work on a hardly-secret turbocharged version.

Their unsupercharged 1.5 litre diesel was already changing many minds about this type of engine. It was sufficiently lively, revved more freely than its peers from the competition, and produced performance to equal their 1.1 litre petrol Golf, with the bonus of a very flat torque curve offering 75 Nm all the way from 2,000 rpm to 4,400. This engine came out only 5 kg heavier than its petrol progenitor, although the complete car ran out at some 25 kg more, due to additional sound dampening: an expansion chamber upstream of the exhaust pipe, induction dampening, silencing substance on the cowl, and an extra sheet of sound proofing material under the bonnet.

This added up to a new era, a diesel you could not hear at cruising speeds although it retained the typical rattling tone when idling. Even non-diesel drivers could not only live with but like it. All of this soon suggested a very pleasant future for the engine's spiritual father, a cocky young Austro-Czech named Peter Hofbauer.

This young wonder-worker in Fiala's team was born in 1941 at Znaim, Czechoslovakia, and schooled in Vienna which would seem the only possible path for an engineer with VW ambitions. Hofbauer took his master's degree at the technical college in Austria's capital, then joined Volkswagen

in 1967 to work initially on all power plants, including a rotary which was not the Wankel design. Within a year he had been promoted, to head 'special projects', and he would soon manage the VW engineering group responsible for unconventional propulsion systems. But it was the outstanding success of this diesel engine in the early 70s which ensured his promotion to head of all engine development at Wolfsburg in 1978. Four years earlier he had also been named to professorial rank at Berlin Technical University.

Today the slightly stocky Hofbauer, a man addicted to dark blue suits and black ankle boots with noticeable heels, can survey a range of four-, five- and six-cylinder diesel engines second to none. They have made him much in demand for such things as reading technical papers before the American Society of Automobile Engineers and given VW a fresh road to follow.

The first car to appear with this four-cylinder diesel was the Golf, of course, and it soon boasted a waiting list of over a year, despite production that quickly escalated from 100 to 800 per day, with an early goal of 1,500 daily. VW even worked at bringing English injection pumps to their teutonic standards in the hopes of easing the Bosch bottleneck, and explored the idea of East German-made pumps as well.



This automobile appeared at precisely the right time for drivers faced by sudden fuel price jumps - Golf D consumption came out to a mere 5.4 litres per 100 km at a steady 90 km/h. Yet one would still reach 100 km/h from 0 in 18 seconds and top 140 km/h, enough to outpace any other conventional saloon diesel of whatever size. At a stroke, VW had snatched small-car diesel leadership from the French. Of course a Golf D cost roughly ten per cent more than the same machine with a petrol engine, so that true monetary savings were only possible with high yearly mileages. Early cost estimates showed that a Golf D would cost about two-thirds as much to run per kilometre as a Beetle or petrol Golf.

The Golf Diesel was first imported into Australia in 1978, in top-of-the-line GLD spec. It retailed for \$7,760, some \$450 more than the equivalent petrol GLS. It became an instant sensation, being the most economical car on the Australian market. Race driver Kevin Bartlett drove a Golf Diesel demonstrator from Sydney GPO to Melbourne GPO and averaged only 3.62 L/100 km (78 mpg), an unheard-of figure in the days of Holden Kingswoods and Ford XC Falcons. The Golf also won the Total Economy Run three

years in a row, beating tiny petrol cars such as the Daihatsu Charade and Subaru Sherpa. In 1979 the diesel Passat sedan and wagon joined the Golf on the Australian market, and the petrol versions were discontinued.

Volkswagen never meant the Golf D as a universal answer, although it soon accounted for a tenth of their worldwide sales, even in otherwise poor export areas, and became a small-taxi favourite in many countries. Like any diesel, the Golf does best in stop-start use and has less of an advantage for high-speed motoring. This same Golf D proved a key car in VW efforts to penetrate the Japanese market where half their sales had compression-ignition engines, including several purchased 'for study' by a major car maker there.

Golf Diesels for Europe used the 1100 Golf gearbox and 4.57 final drive, while US and Australian cars carried the gearbox from their 1.5 machine and a 3.9 final drive. By 1980 US models also had a five-speed gearbox to further stretch the fuel. Only the big Oldsmobile V8 or turbocharged Mercedes 300 D of twice the capacity could beat a little Golf D, and then it was a close-run thing. Soon US buyers were paying as much as a third above list price for a low-mileage, used Golf D, or following VW delivery trucks bearing diesels to a dealership. VW had to limit deliveries to each dealer for what soon became a cult - this Golf D was dubbed the only possible replacement car for existing VW drivers with 25 years of service from their air-cooled Beetles.



With a five-speed Rabbit D leading all cars in the official American EPA consumption standings for 1980, followed closely by the four-speed Rabbit D and Dasher (Passat) D, and the next-best diesel only 20th overall, sales of 60,000 for the last year of the 70s were no surprise and VW of America could hardly wait to get diesel production going at their new plant in Pennsylvania. The car was a full import from Germany at first.

Despite this acute engine shortage, VW soon chose to fit some into the Passat D as well, giving a more opulent trim level as well as a proper estate option. With marginally better streamlining this Passat D was 2 km/h faster than the Golf D but slightly slower in acceleration. Most impressive, it had a sound reading of only 72 dB at 100 km/h.

VW faced considerably more diesel competition in the Passat class, with Italian models coming along to match the French, but knew too that the only car to challenge a Passat D in performance was their own, smaller Golf D. In only two years they had become the largest diesel builder in the world.

For America the Passat D even had a five-speed gearbox option by 1980, to the intense annoyance of German buyers. In pure VW terms the next step up would be a six-cylinder diesel, drawing on the same parts bin, but before that they took a sideways step as well, when their Audi branch came out with a five-cylinder diesel version of its Audi 100, one based on the Ingolstadt petrol powerplant but produced by Hofbauer's team in Wolfsburg.

They did not offer this option in the Audi 80 at first since the Passat could cover that segment. However, a diesel five was first offered for the Audi 100 in October 1978. This first Audi diesel was best described as brother to the VW diesel six, first cousin to the fours. While Piech did not do it directly, he had previously influenced the Mercedes five-cylinder diesel and always been intrigued by the inline five as a concept. In the Audi 100 5D case, bore was reduced to decrease capacity from 2.2 to 2.0 litres since they wanted coolant flow completely around the bores as well as a better gasket face. Audi's engine received stronger rod bearings and wider camshaft drive belt, again fully enclosed. Grouped accessory drive met the latest Audi theories. The Audi 5-cylinder diesel produced 51 kW.

In July 1981 Audi produced the first turbocharged diesel for the VW Group, when the Audi 100 TD appeared. The diesel five was still just two litres, but the KKK turbocharger boosted the output to 66 kW. This engine was developed further for the new Audi 100 in 1988, when it was boosted further to 75 kW. These Audi turbo diesels paved the way for the Volkswagen turbo diesels that followed shortly after.

Sales of the Golf, and Passat, diesels ended in Australia in 1981 as the importers, LNC Industries, withdrew the Volkswagen nameplate from the local market. They had been priced off the Australian market - in 1981 a Golf Diesel was twice the cost of a (much cruder) Holden Gemini diesel, and the Passat Diesel was more expensive than the six-cylinder Holden Commodore and Ford Falcon! Australia would have to wait until 1990 to see the Golf on sale again, with the diesel not following until 1996.

However, development continued in Europe. Displacement was increased from 1471cc to 1588cc in mid-1980 by increasing the stroke from 80 to 86.4mm; bore remained the same at 76.5 mm. Output increased from 37 to 40 kW, torque from 90 to 100 kW. This bigger and more powerful VW diesel was introduced across the range - Polo, Golf, Jetta and Passat and Audi 80. It was also fitted to the VW T3 Transporter, for the first time, but needed to be tipped over sideways at 50 degrees to fit in the engine bay, and had a number of special components including the angled sump. The diesel T3 Transporter was sold in Europe and America but not in Australia.

The first turbocharged version of the famous VW diesel engine appeared in August 1981. It debuted simultaneously in the Golf, Jetta and Passat, and also the Audi 80 the year after. This much-awaited engine produced 51 kW and 133 Nm, and gave a significant boost to performance without consuming much more fuel. The compression ratio of the turbo diesel was still 23:1. This engine was also used in the T3 Transporter from 1984, and Syncro Transporter from 1985, but was optimised to produce 138 Nm of torque.



The larger, redesigned Golf 2 appeared in 1983, and the range included both the normal D (40 kW) and the TD (51 kW) versions, slightly improved for the new model. A turbocharged 'ultra-clean' catalyser version, also producing 51 kW, appeared in 1985. This 'Umwelt' Diesel was the world's cleanest and greenest production car engine at the time, with minimal exhaust emissions.

In 1986 the T3 Transporter received a 'big bore' 1716cc version of the VW diesel, which had the bore increased by 3 mm. It produced 42 kW and 103 Nm, and was used in the T3 until it was discontinued in 1992. This 1.7-litre diesel was also used in some of the more mundane vehicles in the range, such as the Caddy, Polo and Lupo. It never received a turbocharged version.

Meanwhile the 1.6-litre VW turbo-diesel was improved further in 1988, when it received hydraulic tappets instead of the shim-adjustable bucket tappets. This new smoother and quieter version still produced 51 kW. It was developed further for 1989, when output was increased to 59 kW and 152 Nm without any change in capacity. Again this engine was fitted to the Golf, Jetta, Passat and Audi 80/90.

The Golf 3 appeared in 1992. VW's diesel had been redesigned and was now 1.9-litres, 79.5 mm bore by 95.5 mm stroke (1896cc). The base engine produced 47 kW and 125 Nm, a considerable improvement over previous generations. It was joined by a higher-output 55 kW 150 Nm TD turbocharged version. Both versions were markedly improved in 1996, when they became the first VW diesels to be fitted with direct injection. The naturally-aspirated 1.9 became the SDI (Suction Diesel Injection), while the TDI now produced 81 kW and 235 Nm. The Golf TDI was the first diesel car that had the same everyday performance as a petrol car (better in many cases, thanks to the TDI's massive torque), yet retained astounding fuel economy. It was also with the Mk3 GLD in 1996 that the Golf Diesel finally returned to the Australian market, for the first time since 1981.

The VW Golf TDI inspired the 'diesel craze' that swept Europe in the late 1990s. These high-tech VW diesels were retained, and then improved further for the Golf 4, which appeared in 1997. The diesel engines remained at 1.9-litres, but in 2000 the TDI turbocharged diesel was upgraded to unit injector technology. These 'Pumpe Düse' VW diesels produced 110 kW and

an astounding 320 Nm of torque – more than the previous Golf GTI petrol engine - yet fuel consumption and efficiency was even better than before. Sadly, however, the-then Australian VW importers, TKM Automotive, did not import the Mk4 diesel to Australia.

The VW diesel range was further refined and expanded for the Golf 5 range from 2004, with the 1.9-litre SDI and TDI versions joined by new 2.0-litre TDI and DPF (particulate filter) versions. A new, ultra-high efficiency version called the BlueMotion 1.9 TDI was added, which further improved fuel economy and CO2 emissions. The Polo BlueMotion, for example, is cheaper, faster, more economical and has lower CO2 emissions than the Toyota Prius hybrid. At the other end of the

spectrum was the new 2.0 GTD version, the first high-performance VW diesel with 125 kW and 350 Nm. New Bosch EDC common rail direct injection has now replaced the Pumpe Düse unit injectors, for even greater efficiency. The new Australian VW distributors, Volkswagen Group Australia, were quick to add the Golf 5 TDI to the Australian range, where it has remained a cornerstone ever since. Every Australian VW model is now available with a diesel option; some of them are only available with diesels.

From just one diesel engine in the 1970s, today's Volkswagen range has a huge variety of super-efficient diesels. The Polo has a 1.6 TDI (66kW/230 Nm); the Golf a 1.6 TDI (77 kW/250 Nm) or a 2.0 TDI (103 kW/320 Nm); the Passat a 2.0 TDI (125 kW/350 Nm); the Transporter a 2.0 Bi-TDI (132 kW/400 Nm) and the Touareg a 3.0 TDI (176 kW/550 Nm).

Today Volkswagen continues to lead the world in diesel engine application for passenger cars, engines that are powerful yet amazingly clean and fuel efficient. Volkswagen has made a point of making their remarkable diesel engines available on every model in the VW range, from the small Polo and Caddy to the midsize Golf/Jetta/Eos, the larger Passat and Phateon, to VW's large SUV and Commercial vehicle range. VW is the first car maker in the world to do this, a fitting milestone for the originators of the 'proper' diesel car engine.

Jerry Sloniger



## Crank basics Part III.

Firstly, be sure to read Crank Basics I & II (See Zeitschrift Nov 2014, and Apr 2015 - Ed).



Crankshafts from China, supposedly forged, supposedly of SAE 4340 steel, having been coming into the marketplace for some time now at prices ranging from under \$200 to over \$400. Same cartons with the same cranks inside them but from different retailers.

Inside the box you'll find the crankshaft wrapped like a mummy. The plastic wrap and cardboard box is its only protection against the rock & roll of an ocean crossing, to say nothing of the hazards of UPS, should you order one. (Stock, replacement crankshafts from Europe are shipped a molded styrofoam block.)



The plastic wrapping is in the form of a sheet. The crank is first rolled in a bundle of the stuff, the ends neatly wrapped in upon the crank, then thirty feet of the stuff is spun out like a pig's intestine to make a plastic rope, which is bound around the mummy.

Your first chore is to unwrap the mummy without dropping the thing on your toe. Unwrap because cutting this stuff is not only a thankless task, it leaves a hell of a mess. So try unwrapping before reaching for your sword.



Once unwrapped the mummy turns out to be a fully machined, counter-weighted Volkswagen crankshaft fitted with eight dowel pins in the Porsche/SPG pattern.

Using a new gland nut as a gauge, you should check the threaded bore in the flywheel-end of the crank. Ditto for the pulley hub, using a clean pulley-hub bolt. Use new Woodruff keys to gauge the keyways milled into the nose of the crank. Finally, use a snap-ring to test the width of the snap-ring groove.

As a point of interest the crankshaft shown in the photos weighs just over 9.5 kg, whereas a stock crank weighs about 7.6 kg. Longer rods and bigger jugs also weigh more than their stock cousins but the weight difference between bone-stock and the largest big-bore stroker is rarely more than 4 kg.

After cursory checks of the threads, keyways and weight, suspend the crankshaft and perform the ringing test for cracks. (Just give it a light tap with a small hammer. It should ring like a bell, where a cracked crank gives a dull





clank.) Using a good light and a magnifier, if necessary, give the crankshaft a close visual inspection paying particular attention to the radius of the corners and the lips of the oiling holes. A simple radius gauge filed out shim brass will prove

handy here. (The specs for radius and dimension are printed on the form mentioned below.)

In the Chugger's Group files archive, in the crankshaft folder inside the Engine file, you'll find a Crankshaft Check Form. Print a copy, add the date, the serial number of the engine and any details about your micrometer that may be germane. As with all professionally built engines, the blueprint check-list will become a part of the engine's documentation package, along with a copy of the crankshaft's bill of sale, balancer's report and magnaflux report. The package need not be elaborate but it must be complete.

A set of standard bearings will serve as a quick check for main bearing journals 1, 3 and four.

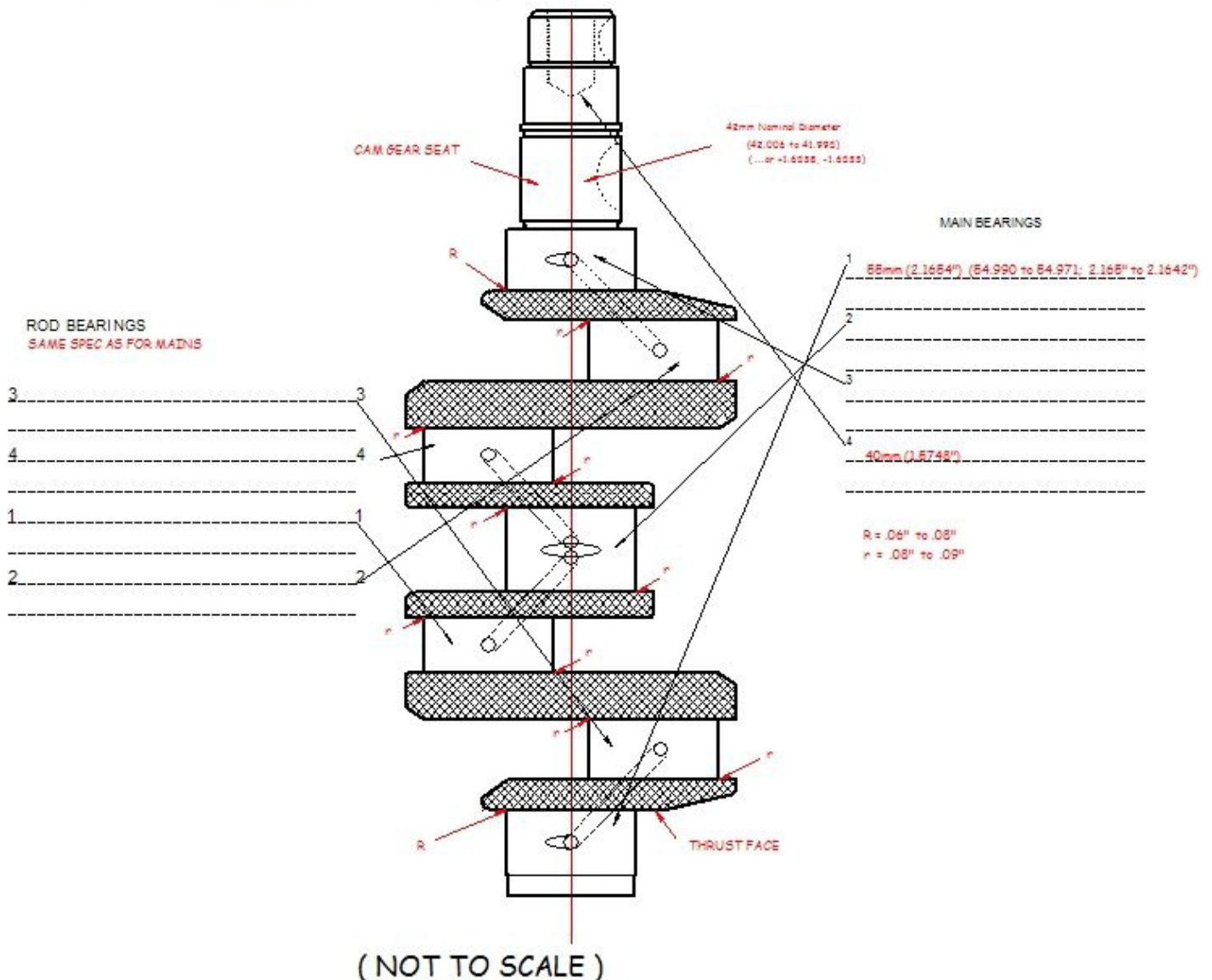
With bearings 1 and 4 installed on the crankshaft you can use one of the crankcase halves to support the crank while you measure the run-out at the #2 bearing. The alternative is a good surface plate and vee-blocks.

To mike your crank you'll need to make a minimum of two measurements per journal and record the results. Provide yourself with good light and sufficient time; this isn't something you want to rush through. (The magnifying glass is because I often forget my eyes are nearly seventy years old :-)

MEASURE EACH JOURNAL AT LEAST TWICE AT TWO LOCATIONS 90° APART

USE A 3" VENIER-TYPE MICROMETER FOR RODS & MAINS, 2" FOR #4 AND THE CAM GEAR SEAT.

RUN-OUT AT CENTER-MAIN NOT TO EXCEED .0007"



Once you've miked the crankshaft, stand it on its nose using a spare pulley then bag the thing. A large zip-loc bag can be tightened around the nose of the crank to provide a dust-free environment suitable for a few day's storage. For any longer period the journals need to be protected with grease.

If you're satisfied with the crank's dimensions the next steps are to have it magnafluxed and balanced. These crankshafts are often advertised as being balanced and magnafluxed, made from high-alloy steel and so forth. Yet none of the two dozen or so I've examined have shown any of the marks characteristic of balancing. )

The crankshaft shown in the photos was a bit of a disappointment. Main journals 2 and 3 miked 54.971 mm, which is the low end of acceptable specs, while #1 miked 54.966 mm – 0.005 mm below spec. Assuming it magnafluxes okay it can be used, but the bearing clearances are going to be more than I like. It will definitely be happier with 40W rather than 30.

The final step before cleaning and use is to attach everything that will rotate in the same plane as the crankshaft and deliver it up to a competent balancer.

## Crankcase fasteners.

A couple of times of year, usually in the summer, I receive a message from an angry young man trying to dismantle a Volkswagen engine. In many cases he has resorted to chisels or screwdrivers; in one case a wedge for splitting firewood was used.

The engine is now junk, of course. Which is okay because it is a stupid engine anyway (he sez).

What's wrong is that the fellow has failed to remove all of the fasteners. Or they have left the oil pump in place. Or perhaps the sump plate. But nine times out of ten, suggesting that might be the cause earns me a nasty-gram, often larded with profanity.

I add the fellow to the Kill File and get on with my life.

I'm sure no one reading this has ever forgotten to remove the oil pump before trying to split the case. And I'm sure no one has ever overlooked the stud tucked under the #1 cam bearing. But you may want to print this out, just in case you ever run into someone with a seriously stuck crankcase.

Be sure to mention that they must remove both the oil-pump cover and the oil-pump itself. If they don't have a pump puller then they may elect to remove the oil-pump studs, or at least two of them, so long as they come from the same side of the crankcase. The same applies to the sump plate in that both the sump plate and the oil strainer must be removed.

You will note there is one stud anchored in the right-hand case-half. (With Volkswagens orientation is always relative to the vehicle. That is, the front of a VW engine is where the flywheel is attached; the fan pulley is on the rear of the engine. In the same vein, the #1 Main Bearing is the one nearest the flywheel. Ditto for the cam bearings. These are the conventions established by the designer of the engine seventy-five years ago and apply to the thirty-million or so Volkswagen engines manufactured since. ) So make

sure they haven't overlooked the odd right-hand stud tucked away behind the distributor.

Then there are the three bolts. Sometimes the engine is so clotted with dirt and oil that the lower bolt nearest the flywheel gets overlooked. Have them dig around until they've found and removed all three.

The six M12 studs are difficult to miss but sometimes they fail to remove the washers. In rare cases a washer can jam the threads and hold the case halves as if they were still bolted together. So have them lay-out the six large nuts with their large, thick washers.

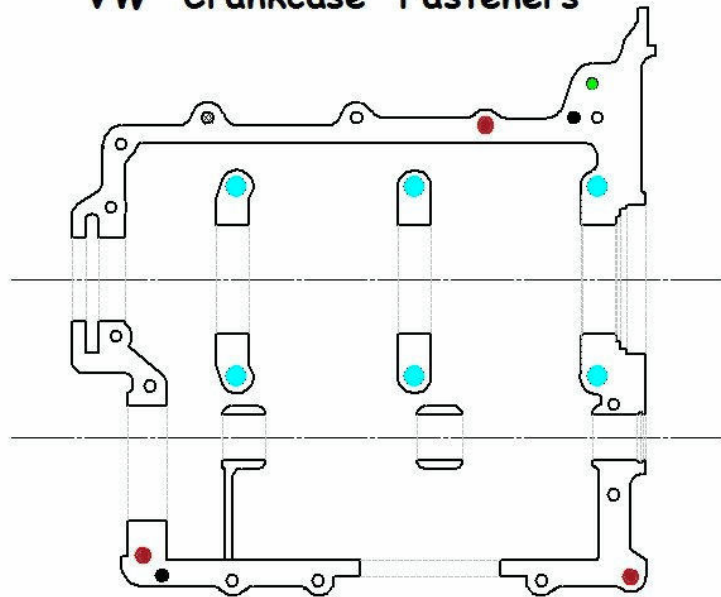
Then there are the twelve nuts and washers for the remaining studs, including the odd-ball rightly. The one most often over-looked is the one below the #1 cam bearing, which is often completely concealed beneath twenty years of poor maintenance. Make sure they chip away the grunge and remove the hidden nut and its washer.

If the fasteners are neatly arranged on a piece of newspaper it makes it easier to tell if you've found them all. Another good check-off is to physically touch the location of each stud as you count them off.

Once all of the fasteners have been removed along with the pump and sump-plate I prefer to split the case using only the strength of my hands. This isn't as difficult as it sounds, assuming the case isn't fitted with shuffle-pins. Simply grasp the opposite ends of the case at the opposing 'corners.' That is, one hand is positioned near the upper tranny flange, the other under the oil pump. Volkswagen has provided pads in those areas to allow the case to be 'started' with a rubber mallet but if you fiddle with it you'll see you can bring your thumbs to bear against the pads while your hand bears on the other half of the case. By applying pressure alternately you can 'walk' the case apart.

Bob Hoover

### VW Crankcase Fasteners

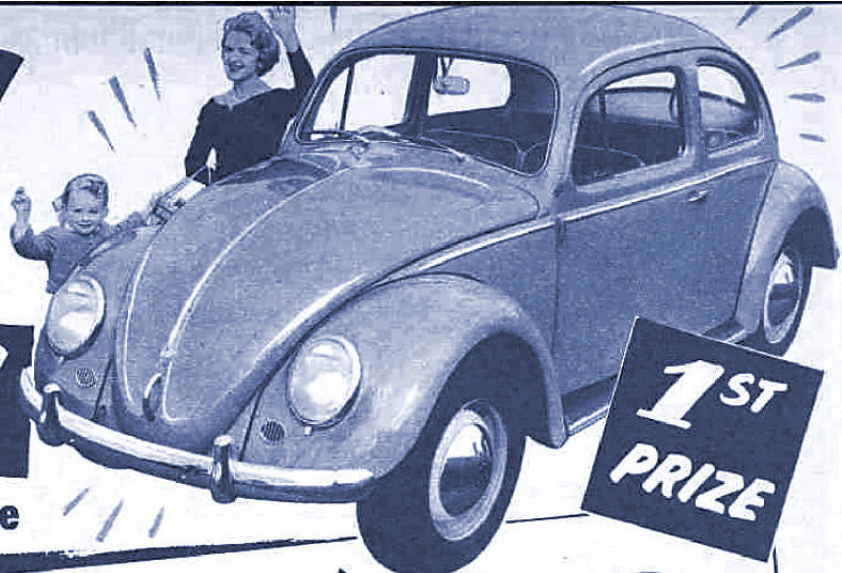


- 12 M8 STUDS (1 in the right-hand case-half)
- 3 M8 BOLTS (shown in red)
- 2 M8 DOWEL PINS (shown in black)
- 6 M12 STUDS (shown in lt. blue)
- 1 UNUSED HOLE (green)

# MOTHER! WIN

## A VOLKSWAGEN

And a course of driving lessons if you don't drive!



or any of **126** other prizes in the

# "Mother's Choice" FLOUR

## £2,000 JINGLE COMPETITION!

Mother! Imagine you with a brand new car (you choose the colour) . . . and £100 cash in your pocket. You can go shopping, pick up the children from school . . . visit your friends . . . in your own Volkswagen. Or perhaps you'd like a Hotpoint fully automatic electric range you can set and forget (or an Ekco 21" TV set). You can win any of the 127 prizes . . . so easily . . . plus a substantial cash bonus, in this easy competition. This is your chance to be a big winner.



**2ND PRIZE**



**25-3RD PRIZES**

EACH A CHOICE OF SUNBEAM ELECTRIC BEATER-MIX OR AUTOMATIC FRYPAN.  
**100 CONSOLATION PRIZES!**  
Each a hamper of Mother's Choice quality products.

### EXTRA £375 in CASH AWARDS!

A Mother's Choice Self Raising Flour packet top must be sent with each entry. Prize-winners who include a Mother's Choice Plain Flour packet top also will receive cash bonuses as follows: 1st—£100; 2nd—£50; 3rd—£5 each; consolation—£1 each.

HOTPOINT FULLY AUTOMATIC ELECTRIC RANGE OR A.E.I. EKCO 21" TV SET

**JUST ADD THE LAST 2 LINES TO THIS PICTURE JINGLE!**

**Read this first!**

See the recipe for the quick-mix cake on the back of the Mother's Choice Self Raising packet. Here's a one-bowl cake that needs only two minutes' mixing with spoon or electric mixer . . . yet is truly . . . deliciously . . . home made. A moist, even-textured cake you can make in a variety of flavours with perfect results every time. In fact, after you've tried this time-saving cake method, you'll be so enthusiastic about it, you'll have no trouble completing the Mother's Choice Jingle on this page.

### RULES

1. Open to N.S.W. residents only.
2. Submit as many entries as you wish, but each entry must be accompanied by a packet top from Mother's Choice Self Raising Flour. If you also include a packet top from Mother's Choice Plain Flour, you will qualify for the big cash bonuses.
3. The closing date is 5th August, 1959, and entries received after that date will not be considered.
4. Employees and the families of employees of Mother's Choice Pty. Ltd. and their advertising agents are not eligible.
5. Judges' decision will be final and no correspondence will be entered into.
6. All entries become the property of Mother's Choice Pty. Ltd. and may be used for advertising purposes. No entries will be returned.
7. Results will be published in Sun-Herald on Sunday, 30th August, 1959. Prizewinners will also be notified by mail.



Buy Mother's Choice Flour On the back of the pack is the Quick-Mix-Cake method Give it a crack!

Combine all ingredients In one mixing bowl Mix only two minutes That's fast, 'pon my soyl!

You'll be proud as can be Of a cake that's so light

You'll find plenty of words to rhyme with light!

**WRITE YOUR LAST TWO LINES HERE**

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_

GROCER'S NAME \_\_\_\_\_  
(The top from a Mother's Choice Self Raising Flour packet must be sent with this entry.)

Tick here if you also wish to qualify for the cash bonuses by including a Mother's Choice Plain Flour packet top also.  
Post complete entry form, together with packet top(s) to Mother's Choice Pty. Ltd., Box 7065, G.P.O., Sydney, to arrive not later than 5th August, 1959. Additional entry forms available from all grocers.

**Remember!**  
The top of a Mother's Choice Self Raising Flour packet must be sent with each entry.

\* If you also include the top of a Mother's Choice Plain Flour packet, you will qualify for the extra cash bonuses.



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We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2015 possible. Please support them, because they support us.

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