

Zeitschrift



The new T6 Transporter and Multivan.

August 2015

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Berry VW Show**

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Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2015-16.

President:	Steve Carter president@clubvw.org.au	0490 020 338
Vice President:	David Birchall vicepresident@clubvw.org.au	(02) 9534 4825
Secretary and: Membership:	Norm Elias secretary@clubvw.org.au	0421 303 544
Treasurer:	Martha Adams treasurer@clubvw.org.au	0404 226 920
Editor:	Phil Matthews editor@clubvw.org.au	0412 786 339
Flyer Designer:	Lily Matthews	
Webmaster:	Conie Heliotis webmaster@clubvw.org.au	0418 667 697
Book and DVD Librarian:	Joe Buttigieg library@clubvw.org.au	0449 291 642
Tool Librarian:	Bob Hickman tools@clubvw.org.au	(02) 4655 5566
Merchandising:	Raymond Rosch sales@clubvw.org.au	(02) 9601 5657
Assistant Merch:	Kira and Bettina Rosch	
Raffle Officer:	Christine Eaton	(02) 9520 4914
Vintage Registr:	John Ladomatos vintage@clubvw.org.au	0449 236 076
VW Nationals Committee:	David Birchall Craig Adams, Eddie Fleita	(02) 9534 4825
Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953
VW Motorsport Committee:	John Ladomatos Craig Adams Conie Heliotis	Brian Walker Martha Adams Norm Robertson (JP)
General Committee:	Martin Fox Jeff Swords Craig Adams	Shirley Pleydon Sue Monaghan Aaron Hawker

Canberra Committee.

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

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570

Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. 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 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
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Kemp Tools	Volkshome Automotive
MacKellar Service Centre	Westside Mufflers



SGA

CLUB CHALLENGE



VS



VS



VS



8pm Start, Friday 14th August

549 Gardeners Rd, Mascot

Event Director: Nick Harris 0408 228 305



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



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 collected on arrival.
 - ▶ Food & drink will be available on site.
 - ▶ Enquiries to chair@canberra.clubvw.org.au

More information at www.canberravw.com closer to the event.





Burwood Council

heritage • progress • pride

Club Vee Dub Sydney
PO Box 1340
CAMDEN NSW 2570

Trim: 15/27392
6 July 2015

ENTRIES NOW OPEN FOR THE CLASSIC CAR SHOW AND SHINE AS PART OF BURWOOD FESTIVAL 2015

Join car enthusiasts from all over NSW and place your car on display as part of the biggest festival in the inner west, Burwood Festival.

When: Sunday 20 September, 10am – 5pm

Where: Car display area will be on the top oval of Burwood Park, corner of Park Avenue and Burwood Road, Burwood NSW 2134 (entry to the Park is via Park Road)

Cost: \$10 entry fee payable on event day

What: If you would like to take part in the awards on event day, let the Burwood SES know when you arrive and they will have the judges assess your vehicle. The award categories are:

- Best Veteran or Vintage – up to 1929
- Best 30s Classic
- Best 40s Classic including WWII vehicles
- Best 50s Classic
- Best 60s Classic
- Best 70s Classic
- Best Modern – 1980 onwards
- Best Commercial Vehicle
- Best Motorcycle
- Best Exotic or Unusual
- Best Hot Rod
- Best Street Machine
- Best Custom
- Best Unmodified – Original or Restored
- Mayor's Choice – Best in Show



To enter visit the Burwood Festival website at <http://burwoodfestival.com.au/classic-car-show-and-shine-2015> to complete your entry form and reserve your car space for the day.

Applications close Monday 31 August 2015

Direct enquiries to Burwood SES on 9745 1386 or burwoodshowandshine@gmail.com.
All entry fees collected on the event day will go towards the worthwhile work the Burwood State Emergency Service does.



OCTOBER 3RD-4TH 2015
WARWICK DRAGWAY
WARWICK QUEENSLAND



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STREET PARADE
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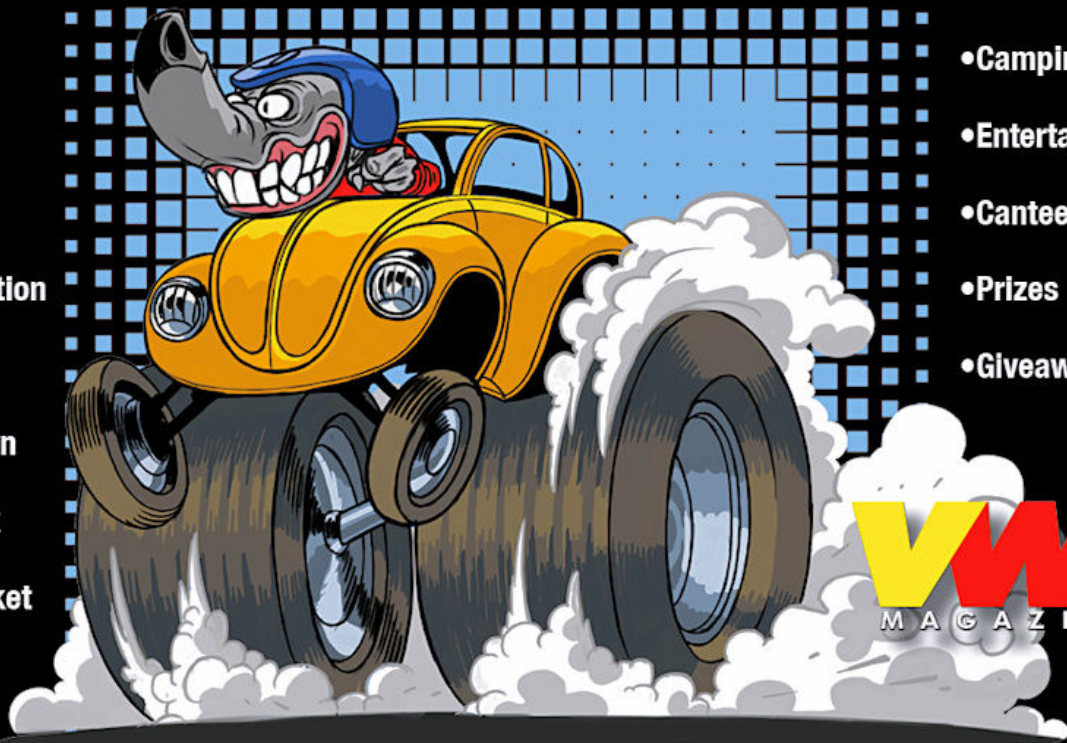
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RACING ACTION



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- Dial Your Own
- Bang 4 Buck
- Ladies Bracket
- 1/8th Mile

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



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MICK MOTORS

Von dem Herrn Präsident.

Well, we had our AGM and annual elections for committee places at the July monthly meeting. I would like to thank the outgoing committee and congratulate our new committee members for stepping up and helping to make this club function.

Due to work commitments Craig Adams has had to step down as Vice President but will still be involved with the VW Nationals and Motorsport committees and club activities when time permits. , Dave Birchall has stepped up again to fill the role of Vice President.

After 12 years serving as our Treasurer Martin has decided to step down but the good news is that Martha Adams has stepped up to be our new Treasurer. Thank you Martin for all your wonderful work over those many years. Martin will still be an active club member so you'll still see him at meetings and events.

Our previous Webmaster Aaron has been in Melbourne for a while, so we now have a new Webmaster, Conie Heliotis. Aaron will still be assisting until Conie is 100% up to speed with Siteflex. The committee for the next year has some new faces which is a good sign of the commitment of our club members. Great also to see many familiar faces taking on their roles for another year

Thank you to our friends at the Flat Four VW Club for their recent Observation Run to Cordeaux Dam. It was a really fun, relaxing day with a great turnout of cars. Alison did a great job of organising it. There is a report in this issue.

Two events this month, one will have passed by the time you receive this magazine, that being the CMC's Shannons Sydney Classic at Eastern Creek on Sunday 16th, one of the largest classic car shows in Australia. Last year was rained out, so hopefully we will get sunshine this time.

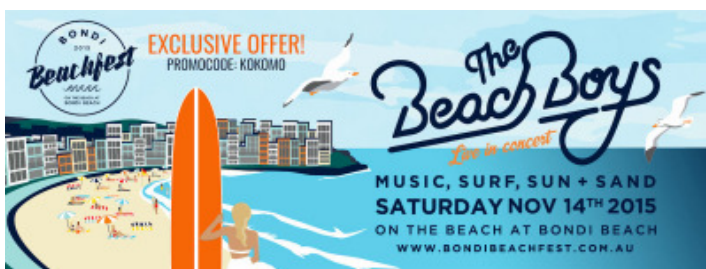
The bi annual VW Winter Break in Sawtell is on again, see flyer for more info.

Coming up in September on Sunday 20th is the Burwood Spring Festival Classic Car Show at Burwood Park. You must pre book to enter; see the flyer for more info or phone the Burwood Council on (02) 9745 1386. Say you are with the VW Club.

Also in September is the Canberra German Autofest is on the same day, Sunday 20th. See Bruce's column for more info.

Raymond is still trying to confirm that the Hubertus Oktoberfest is on this year. They have given us a date but no further info as yet. More next month. The Warwick Drags are on in QLD on the October long weekend.

Later in November will be a special VW Kombi display at Bondi Beach, organised by the promoters of the Mike Love Beach Boys concert there. A special discounted \$80.00 General Admission ticket is available to our members



when they use the promo code KOKOMO on the Bondi Beachfest website (usually \$85). More to come.

www.bondibeachfest.com.au

Joe has made a DVD of some of the VW Nationals in May, which we will try to play for you at the August meeting. Phil has bought a new HDMI connection for the TV at the Greyhound Club, so we should be able to watch it after Christine's raffle.

See you soon,

Steve Carter



For CAMS Licence and Historic Registration Holders.

To retain your CAMS Licence and Historic registration, please make sure your club membership is CURRENT!!!!

It is a requirement of both CAMS and RMS that to be able to hold a Race Driver's Licence or Historic Registration, you MUST be a financial member of a car club. Don't find yourself in the embarrassing situation by turning up to a race meeting and not being financial!!!

Membership expiry notices are sent out by email (reminder notices by post for non-email members) about 30 days prior to expiry. It is the member's responsibility to ensure their details are up to date and current.

If you have any enquiries, don't be shy to contact Norm Elias at secretary@clubvw.org.au for information regarding membership.

Kanberra Kapitel report.

G'day, another chilly morning in the capital. This month we had a local cruise to the Arboretum which went well, as well as the Sydney AGM to visit. Thanks to Rhiannon and Mandy for coming to Sydney with me, the trip home was interesting but all came out OK. The AGM was a great night, congratulations to those who took up positions on the committee, and well done to those who have served and are taking a break.

On Saturday 22 August we are running a cruise to Tarago, this has always been a great event and if you want to come along, please let Iven know. Everyone should have seen an email by now but please consider the trip, the Loaded Dog hotel has awesome food and that fireplace is sooooo warm.

Our big news this month concerns our big carshow – The German Auto Display – being held on Sunday 20 September. I won't bore you with the details but as of time of writing this article, we have a new unconfirmed location for the show, and may have a change of admission charge – this

will all be resolved in the coming week but will be too late for the magazine.

We will have all the new relevant information available soon. I would urge any members who want to come to the show to contact me beforehand (email address is in the contact list inside the cover) so that we can give you the location and admission details. This has not been an easy situation and we hope to still see many of you there on the day. At this stage we look to be running our show beside a large Holden carshow, so there will be double the cars to view!

I will of course have info for next months magazine. Unfortunately these arrangements have all been out of our hands.

Bruce



Klub Kalender.

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

August.

Friday 14th:- German Car Club 10-Pin Bowling Challenge, organised by the Mercedes Benz club. Meet at Manhattan Superbowl, 549 Gardners Rd Mascot, from 7pm. Bowling starts 8pm. Let's beat the Mercs, BMWs and Porsches! Confirm your attendance with Nick Harris on 0408 228305.

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 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

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 11am-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 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).

Saturday 14th:- VW Kombi Convoy to celebrate the Bondi Beachfest and the Mike Love Beach Boys' tour of Australia. Kombi owners are invited to join the convoy from North Sydney to Bondi, with reserved parking on arrival. Channel 9 Today Show interviews. A great day to enjoy the Kombi beach lifestyle! More details to come.

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.

December.

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. **This meeting is also the Club Veedub XMAS party!** Bring a wrapped present (~\$5 value) to receive free drink coupons. Warm nibblyies and snacks provided. 8:00pm start.

Monday 28th:- 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

All ads will be published here for two months. All published ads will also appear on our club website, www.clubvw.org.au.

Photos can be included on the website but not in Zeitschrift.

All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

New Ads.

For Sale:- I would like to sell my **79 Kombi**. Please contact Matt Wood on 0413 249453 or (02) 9863 4489 (AH), or email jtw_2010@optusnet.com.au

For Sale:- I currently have a **1976 VW Convertible** which I have had for over 25 years, I rarely drive it anymore and would like to sell it, is this something I could advertise with your club. Regards Tracey Mackenzie 0408 624335 or email tmackenzie@greens.com.au

Wanted:- I am looking for a **IRS rear end floor pan** for a Eureka project. Is there a way of putting that up on the wanted list cheers Mr Andrew Markerink, 0416 288445 or email andrew@masterclockmakers.com.au

For Sale:- Just a quick note to let you know of a new business just opened up in Mitchell ACT. The company name is **Capital Euro Parts**. We will be specializing in BMW, VW, Audi & Mini used parts with aftermarket & genuine new parts available upon request. Please feel free to give us a call for a quote on any of your parts needs. Contact Darran Southwell, Capital Euro Parts, Unit 12/25 Darling st, Mitchell A.C.T. 2911. Phone (02) 6242 6262, mobile 0407 013377 www.capitaleuroparts.com.au

2nd Month 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



Trades and services directory.

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Volkswagen Spare Parts

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

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@mcawleyhawach.com.au

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

Trades and services directory.

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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

Canberra Arboretum Cruise.

On Sunday 19 July the Canberra Chapter ran a cruise to the National Arboretum. Located fairly centrally in Canberra, the Arboretum has been defined as 'a botanical garden devoted to growing trees for conservation, scientific

Trades and services directory.

Trades and services directory.

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research and educational purposes'. It opened a few years ago and whilst it is only in its infancy, it is drawing large crowds and is fast becoming a popular attraction in the capital.

We had a handful of club members in attendance, as well as a number of interested locals, and drove around Lake Burley Griffin before doing a lap of the Arboretum, stopping for a photo shoot at one of the lookouts. Those that wanted to take in some lunch at the visitors centre had time to catch up and discuss the cold weather outside.

Thanks to all who came along.

Bruce



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Trades and services directory.



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Director

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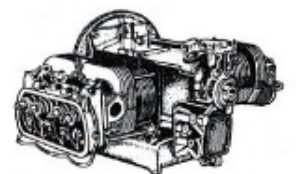


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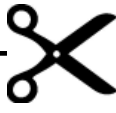
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Updated Cabrios.

The Euro-market Volkswagen Golf Cabriolet has been updated with a range of new, cleaner-emitting engines and a trio of the latest-generation infotainment systems.

Three new Euro 6-compliant four-cylinder turbocharged petrol engines have joined the Golf Cabriolet range: a 77 kW 1.2-litre, and 92 kW and 110 kW 1.4-litre units.

Volkswagen makes no reference of the older Euro 5-compliant 118 kW 1.4-litre twin-charged petrol engine that exclusively powers the Volkswagen Golf Cabriolet in Australia, but the German brand's local division has confirmed with us that there are no changes planned for our Australian market car at this stage.

Additionally, upgrades for the sporty Golf GTI Cabriolet boost peak power to 162 kW (up 7 kW), cut its 0-100 km/h sprint time to 6.9 seconds (down 0.4 sec) and lower fuel consumption by 15 per cent to 6.5 litres per 100 kilometres. This model is not sold in Australia.



Two new 2.0-litre four-cylinder diesel engines for the Golf Cabriolet are also more powerful and fuel efficient than their predecessors. The first produces 81 kW and 250 Nm, while the second produces 110 kW and 340 Nm (up 7 kW/20 Nm), is 0.7 sec quicker to 100 km/h (now 9.2 sec) and uses 0.5 L/100 km less fuel (now 4.6 L/100 km).

Inside, Volkswagen has upgraded the Cabriolet with three new infotainment systems, dubbed Composition Colour, Composition Media, and Discover Media. However, a Volkswagen Australia spokesman said the media updates were not planned for our market either.

Volkswagen Australia upgraded its Golf Cabriolet offering earlier this year, introducing the Exclusive model, which is the sole variant for us, priced from \$43,990 plus on-road costs.

A new-generation Volkswagen Golf Cabriolet isn't expected to emerge until the end of the decade. As we reported previously, the new version is likely to be based on the next-generation Golf 8, and may be available with an innovative Targa-style removable roof.

Amarok recalled.

Volkswagen Australia has recalled 1,611 model-year 2015 Amarok utes over a potential issue with the bolts for the



front brake callipers.

The recall notice posted on the website of the Australian Competition and Consumer Commission states that the bolts may not have been tightened with the specified torque.

"If bolt tension is lost, the loose brake calliper makes noises, damages the wheel and under very unfavourable circumstances the calliper can cause a wheel to lock up which could cause a loss of control and possibly an accident," the statement said.

Volkswagen Australia public relations manager Kurt McGuinness told us today that there had been no reported local instances of brake issues with Australian-market Amaroks.

A letter is being sent to affected owners of the vehicles. For further information, customers can contact their local Volkswagen Authorised Service Centre or contact Volkswagen Customer care on 1800 504 076.

Updated Tiguan.

An updated Volkswagen Tiguan, featuring revised engine options and new infotainment units, has been released in Europe.

Under the bonnet, the revised Tiguan will be available with two upgraded diesel engines. A 110 kW version of VW's 2.0-litre four-cylinder turbo-diesel replaces the current 103 kW edition. Similarly a 135 kW unit succeeds the 130 kW engine used in the current range.

Fuel economy is said to be improved by around 0.6 L/100 km under the EU fuel cycle. The 110 kW motor is said to drink between 5.0 and 5.7 L/100 km, while the 135 kW engine is rated at 5.7 L/100 km.

The only diesel option currently offered for Australian-



market Tiguan is the 130 kW 2.0-litre four-cylinder.

On the inside, the revised car is available with three new-to-the-Tiguan touchscreen infotainment systems: Composition Colour, Composition Media and Discover Media.

The Discover system can be optioned with navigation, while the both the Composition Media and Discover Media units can specified with smartphone app integration.

This update is focussed entirely on the drivetrain and infotainment packages, as such there seem to be no external styling changes to visually distinguish the updated Tiguan. The Tiguan, which was launched back in 2007, received its last major visual update in 2011.

Volkswagen Australia has revealed that the revisions to the Euro Tiguan will not flow through to Australian models.

The company's general manager of communications, Karl Gehling, said: "We updated the Tiguan late last year with the 130TDI engine as part of a revised range. There are no plans to make any changes to the current range."

It is understood a new generation version of the Tiguan will be launched at the 2015 Frankfurt motor show in September, but Gehling had no comment on whether that will happen or not.

Most efficient petrol Golf ever.

The Golf TSI BlueMotion has become the most efficient petrol-powered version of Volkswagen's iconic small car ever.

The new Volkswagen Golf TSI BlueMotion uses a tiny 1.0-litre three-cylinder petrol TSI engine from the Up!, now producing 85 kW and 200 Nm - which VW says has more grunt than the original 1976 Golf GTI. Indeed, VW states the engine is "as powerful and refined as a good four-cylinder".

While previous BlueMotion Golf models have been powered by a diesel engine with a manual transmission only, the TSI BlueMotion petrol model can be had with a six-speed manual gearbox or a seven-speed DSG dual-clutch automatic.

Fuel consumption is the key achievement for this engine, and it uses just 4.3 litres per 100 kilometres and emits only 99 g/km of CO₂. There are also Golf Wagon and Golf Sportsvan models available, which use similarly low levels of fuel: the Wagon manual does 4.3 L/100 km, where the DSG uses 4.5 L/100 km; the Sportsvan has consumption of 4.5 L/100 km for the manual and 4.6 L/100 km for the DSG.

For reference, the original Golf TDI BlueMotion used 4.5 L/100 km.

Following the rest of the Golf range, the TSI BlueMotion can be had in the more basic Trendline and the upper-spec Comfortline trim levels.

However, Aussie buyers interested in the frugal petrol model will be disappointed to learn that Volkswagen's local arm has no plans to offer the car here. Volkswagen has also previously



ruled out the TDI BlueMotion model.

"The Golf range is sufficient as it is," said Karl Gehling, Volkswagen Australia general manager of communications. "At this stage we don't plan to add any further derivatives to the line-up."

The plan to keep the local Golf range trim isn't having a negative impact VW's local sales. So far in 2015 there have been 9,147 Golf sales, up 10.7 per cent in a segment that is down 10.7 per cent, and VW could sell more than 20,000 this year - for the first time ever.

First-gesture touchscreens.

The facelifted Volkswagen Golf due in 2016 will reportedly feature segment-first gesture control technology that will replace many of the car's physical buttons and dials with touch-sensitive surfaces.

Speaking with Auto Express UK, Volkswagen head of powertrain development Dr Heinz-Jakob Neusser revealed some of the gesture control technology previewed earlier this year in the Volkswagen Golf R Touch concept would make its way into the popular small car within 18 months.

"The gesture control will become reality in the Golf at the end of next year," Neusser said.

"The interior features a preview of future VW interior technologies, with smartphone applications redefined for automotive use."

Just how much of the Golf R Touch concept's



technology reaches the production Golf next year remains to be seen.

The concept features three large screens: a 33-cm 1920×720 instrument cluster display replacing the traditional analogue dials; a glossy 33-cm 2560×1700 touchscreen at the top of the centre stack, and a 21-cm 800×400 touch-sensitive slider bar at the base of the centre stack.

The largest of the three operates much like a smartphone or tablet device, providing access to the majority of the car's infotainment systems with a level of touch functionality that few other than Tesla have achieved.

The panel below breaks out the climate control system, some audio controls, and other commonly used features. It uses haptic feedback to pulse the screen and buzz the driver's finger, which is intended to help keep the driver from taking their eyes from the road.

The switches for opening and closing the sunroof and windows were also replaced in the Golf R Touch concept by touch-sensitive surfaces, allowing occupants to simply flick and tap the touchpad to achieve the desired result.

Golf GTE Sport.

The Volkswagen Golf GTE Sport concept was unveiled last month at the annual Worthersee Volkswagen festival in Austria.



Under the concept's white, blue and black body is a plug-in hybrid drivetrain that develops a total of 295 kW of power and 670 Nm of torque. Beneath the bonnet there's a 1.6-litre turbocharged direct-injection engine borrowed from the Polo R WRC. The 1.6-litre engine churns out 220 kW of power and 400 Nm.

This engine is complemented by two electric motors. One 85 kW/330 Nm unit is housed inside the car's six-speed dual-clutch transmission and helps to power the front wheels. At the back is a second electric motor delivering a maximum of 85 kW/270 Nm to the rear wheels. There are three selectable drivetrain modes: E-Mode, Hybrid and GTE-Mode.

With all engines working in concert in GTE-Mode, the GTE Sport is capable of catapulting from 0-100 km/h in 4.3 seconds, hitting the 200 km/h mark in 15.9 seconds and topping out at a V-max of 280 km/h.

In all-electric E-mode, the Golf GTE Sport is capable of driving up to 50 kilometres without emitting

anything from its tailpipe. Under EU regulations, its overall fuel economy rating is said to be just 2 L/100 km.

Visually, the GTE Sport resembles concepts from previous years' Worthersee festivals, such as the GTI Roadster. As with many of these Golf-based concepts, the Golf GTE Sport features thin LED headlights, a broad stance, flared wheel arches, a dual-level C-pillar, and a body constructed out of carbon-fibre.

The concept car rides on 20-inch alloy wheels fitted with 235 mm wide rubber up front and 275 mm wide tyres at the rear.

The GTE Sport's cabin is split, both visually and physically, by a high carbon-fibre tunnel that runs down the centre of passenger cell. Ahead of the driver is an aircraft-style steering wheel and a three-layer instrument display.

To aid the driver and passenger with their entry or exit from the vehicle, the GTE Sport is fitted with gull wing-style doors.

The GTE Sport is not intended for production, but some of the styling and engineering components will filter down into production VWs.

Golf GTI Darkshine.

Thirteen apprentices from Volkswagen's Wolfsburg HQ, and group company Sitech Sitztechnik, have collaborated to produce the one-off Volkswagen Golf GTI Dark Shine that also debuted at the Worthersee festival in Austria.

The Dark Shine concept unveiled at the Worthersee festival in Austria started life nine months ago as a body-in-white three-door Golf GTI Performance hot-hatch.

Hours spent under the bonnet allowed the apprentices to liberate 290 kW and 487 Nm from the GTI Performance's 2.0-litre four-cylinder turbo petrol engine - representing impressive 121 kW and 137 Nm gains over the production model.

Major mechanical changes include a handcrafted stainless steel exhaust system with enlarged tailpipes, a carbon air box, and specially tuned intercooler and control units for the engine and six-speed dual-clutch automatic transmission.

The Dark Shine concept takes its name from its hand-painted two-tone exterior, which blends Daytona Grey Metallic at the front into R-yellow pearl effect at the rear.

The Dark Shine theme continues inside the cabin, where the leather upholstery of the Recaro buckets and rear bench seats match the Daytona Grey exterior, while the eye-



catching yellow is splashed across the piping of the front seats, seat and steering wheel stitching, embroidered GTI badges on the headrests, and the needles and surrounds of the instrument cluster.

A high-performance audio system completes the Volkswagen Golf GTI Dark Shine's enhancements. The 3500-watt system features eight speakers in the passenger compartment and three subwoofers in the boot, and can be controlled by a tablet.

Golf Biturbo Wagon.

Volkswagen apprentices from Zwickau have produced one of the highlights of this year's Worthersee festival: the Volkswagen Golf Biturbo Wagon.



Fourteen apprentices from VW's Zwickau production plant collaborated on the bright blue Biturbo Wagon concept that was unveiled in Austria.

Under the hotted-up Golf's pinstriped bonnet sits the twin-turbocharged 2.0-litre four-cylinder diesel engine from the new-generation Passat. The engine produces 177 kW and 500 Nm, and powers all four wheels via Volkswagen's 4Motion all-wheel-drive system.

VW hasn't released performance data for the Golf Biturbo Wagon concept, but based on its outputs it's certain to be no slouch. The same drivetrain propels the larger and heavier Passat wagon from 0-100 km/h in 6.3 seconds, while the 135 kW/380 Nm front-drive Golf GTD Wagon takes 7.9 sec and the 221 kW/380 Nm all-paw petrol Golf R Wagon stops the clock in 5.1sec.

The Alor Blue and Deep Black pearl effect paintwork catches the eye, while the apprentices also fitted the Biturbo Wagon with matching interior trim, bigger alloy wheels and lowered suspension.

VW T1 Race Taxi at Worthersee.

Of all the exciting VW concepts shown at the Wothersee VW Festival in Austria, the enthusiast-built Volkswagen T1 Race Taxi may have upstaged the modern factory-backed concept cars.

Constructed by Fred Bernhard, a trained

coach builder, the T1 Race Taxi was a labour of love over six years. It all began when Bernhard, a Swiss national, bought a rusting 1962 split-window Volkswagen T1 Transporter from a scrap dealer.

According to Bernhard's website, only the T1's body could be salvaged and restored, so he set about melding the classic T1 body shell with the underpinnings of a 1985 T3 Transporter. This necessitated widening the T1's body shell by 210 mm and adding about 250 mm in length.

Underneath the van's white, orange and grey exterior lies a thoroughly reworked drivetrain. The T1 Race Taxi is powered by a rear-mounted 3.6-litre twin-turbocharged air-cooled six-cylinder boxer engine from the 993-generation Porsche 911.

In the T1 Race Taxi, the force-fed horizontally opposed engine develops 390 kW of power and 757 Nm of torque. Power is sent to the rear wheels via a six-speed manual transmission taken from the later 996-series 911. For the record, the original 1200cc car had just 26 kW at its disposal.

Stopping power comes courtesy of ventilated disc brakes, with ABS, from the 993 911. The van rides on height adjustable Bilstein suspension, which is fitted with three-piece 18-inch BBS alloy wheels with 235/35 rubber up front and 285/30 tyres at the rear.

The interior seats four within individual Recaro bucket seats, with four-point belts for the driver and one passenger. Around 42 metres of tubing is used to reinforce the T1

Race Taxi's body and to work as a rollover cage.

Thanks to the use of various hi-tech carbonfibre parts, the T1 Race Taxi weighs just 1500 kg; top speed is listed at 230 km/h.

There are some interesting videos of the race Kombi on YouTube. Just do a search on 'T1 Race Taxi.'

More on VW restructure.

Reports out of Europe claim the 12 brands belonging to the Volkswagen Group will be restructured into four distinct holding companies, in a major reorganisation of one of the world's largest automotive groups.



The restructure will reportedly see three brands grouped together under each of the four holding companies in an arrangement designed to improve efficiency and speed up decision making within the business.

Former BMW manger Herbert Diess will head the holding company comprising the Volkswagen, Skoda and Seat passenger car brands. Current Audi CEO Rupert Stadler will lead the holding company containing Audi, Lamborghini and Ducati. Porsche, Bentley and Bugatti will form a unit together headed by current Porsche boss Matthias Mueller, and Volkswagen Commercial, Scania and Man will form a light- and heavy-commercial holding company led by former Daimler trucks chief Andreas Renschler.

The details of the reorganisation have been reported by German business paper Handelsblatt and news services Bloomberg and Reuters, while Volkswagen has remained silent on the reports.

The new structure promoting close collaboration between grouped brands is understood to be favoured by Volkswagen Group CEO Martin Winterkorn over the strategy of former Volkswagen chairman Ferdinand Piech that encouraged competition between the brands.



Winterkorn's structure should see Volkswagen, Audi and Porsche flourish as the volume divisions of their holding companies while simultaneously supporting their associated lower-volume brands.

Reports suggest the structure will be finalised over the coming months with the aim of gaining approval from the supervisory board at the next scheduled meeting at the end of September.

Golf R400 testing.

Eagle-eyed spy photographers have snapped photos of a prototype of the upcoming Volkswagen Golf R400 in the town of Nurburg in Germany.

Outwardly, the prototype looks like a regular seventh-generation Golf R hatchback, but a closer inspection reveals a few tell-tale signs, including some external and internal diagnostic equipment.

The Wolfsburg-registered vehicle rides on low profile Michelin tyres with Speedline Corse wheels, behind which

are cross-drilled brakes with big callipers.

At the front, hiding behind the grille, is what looks like an oil cooler. Out the back, there's a taller spoiler rising up above the top of the hatch.

The rest of the styling package seems to be the same as the regular Golf R, although we'd be surprised if Volkswagen isn't developing a unique aero kit for the R400.

The R400 concept debuted at the 2014 Beijing auto show, and along with its wild bodykit, it featured a high-output 2.0-litre turbocharged engine generating 295 kW of power and 450 Nm of torque. That's some 89 kW and 70 Nm more than the current Euro Golf R.

Power is sent to the ground via six-speed dual-clutch automated transmission and a Haldex all-wheel drive system.

Earlier reports suggested that the production version will launch towards the end of 2015, and that the engine may, in fact, sport up to 309 kW (420PS) of power. If this were the case, the company may rebrand the car as the R420.

We are very hopeful that the Golf R400 (or even R420) will make it to Australia, so save your pennies.

A vintage advertisement for Volkswagen cars. At the top is the Volkswagen logo. Below it, the text reads: "Sydney's Old Established Volkswagen Company has available new superseded models and company demonstrators at a considerable saving. We would suggest that you finalise your purchase this weekend to avoid the higher deposit and interest soon to be required." At the bottom, it says "JACK JEFFERY PTY. LTD." followed by two addresses: "5 ROBERTS ST., ROSE BAY. FU6798 After Hours, 99-8697." and "87 SPRING ST., BONDI JUNCTION FU6799. After Hours, 31-2620."

The Toy Department.

Schuco of Germany are ramping things up again as they continue to make way for more VW Models and as always they like to tease us by release their finest models just before Christmas.

Well there is a lot happening in the 1/18 scale area with two very nice split window vans on the way including a nice Deluxe Microbus (samba bus).



As always the detail is very exceptional but fragile – and certainly not regarded as toys.

Also in 1/18 more pictures are emerging of the next deluxe T2a Microbus in two tone sky blue over white.

The following link www.schuco.de/en/models/classic_collection/edition_118/ should be enough to entice you to search the Schuco web page for other VW models including the 1/43 scale versions.



I did note with interest that there is a Shelby Cobra in 1/12 scale and that is big!I dare Schuco to do an anything VW in this scale as it is sure to be a crowd pleaser.

Happy collecting

Tony Bezzina

kbezzina@bigpond.com

Joe's Bribie Is trip.

Here's my story on a trip I did to Bribie Island and the Australia Zoo while Mary is away in Europe with her friends from Church.

I left on 2/7 at 7.15am and my first stop for the day was in Nowendoc which is a small town 77 km north of Gloucester. The next morning, Friday, I left at 7.30am and drove through Walcha, Glen Innes, Tenterfield and finally arrived at Lismore at 4.00 pm a total of 480 km.

Lismore is a beautiful town, it was quite warm too compared to Nowendoc which was icy cold. Saturday morning I left Lismore at 8.15am and headed to Nimbin which was about 30 km up the road and stopped for morning tea. Today I had the only Kombi in town, plenty of lookers. From Nimbin I drove through Murwillumbah then headed west to Numinbah and across the border at Natural Bridge and from there to Nerang and finally arrived at Broadwater Tourist Park in Southport at 12.15pm. I stayed there for two days because the Gold Coast Marathon was on that weekend and the Gold Coast Highway was closed off on Sunday from 3.30am till 2.30pm. I didn't mind because in the morning I had a good time running part of the marathon with the runners about 15,000 of them.

On Monday morning I left at 8.20am and drove up the Pacific Motorway and then took a right hand turn into the



Gateway Motorway, paid the toll at the Gateway Bridge and arrived in Redcliffe in just 2 hours where I stayed at a B&B home at Rothwell. I didn't have to go out for dinner that night because a couple who were also staying there cooked up a meal and asked me to join them. From Redcliffe to Woorim at Bribie Island was just a short trip of 47 km where I stayed at the Bribie Island Caravan Park in Jacana Ave, a beautiful tropical island which has approx. 22,000 people living on it.

To sum up, from home to Bribie Island I clocked up 1,165 km.

On Wednesday I went to visit Steve Irwin's Australia Zoo which is a 100 acre zoo located on the Sunshine Coast near Beerwah/ Glass Mountains and it's open every day from 9.00am to 5.00pm.

Unfortunately the Irwin family – Terri and Bindi - are away at this time, but the Public Relations Manager, Shaheeda Chelat was kind enough to arrange one of the zoo keepers, Olivia to bring out one of their Koalas and take a few photos in the Kombi out in the car park.



She tells me that they employ over 400 people to keep the zoo operating, many of them casuals of course. Naturally the Crocoseum is the main attraction and you don't want to miss all the slithering, swooping, jaw-snapping action of Australia Zoo's wildlife Warriors show at 12.00pm. You come face to face with exotic birds like the macaws, slithering snakes and get your adrenalin pumping as you watch a massive croc launch a strike from the water's edge. Other attractions you'll see are the Sumatran Tigers in the Tiger Temple, you get a chance to get close and personal with the Giraffes and then there's Bindi's Tropical Island, a paradise with ring-tailed lemurs roaming free amongst giant Aldabran tortoises, colourful macaws and an alligator snapping turtle. They've also got a magnificent state-of-the-art wildlife hospital, you don't want to miss seeing that one. The Zoo was opened by Bob and Lyn Irwin in 1970 and in 1982 it was renamed Australia Zoo by Steve and Terri due to the growing number of a wide variety of wildlife, birds, mammals and reptiles where you can view crocodile feeding, hand-feed elephants and have hands-on animal encounters.



That was the climax of my trip. On Thursday I went to visit an old friend, John Manion and his charming American wife Christie at Little Mountain where his mother is staying in an aged care centre and from there we drove to his home at Buddina about 80 km north of Bribie Island. On Friday I started to make my way home, stopping at Macksville overnight and arrived home on Saturday afternoon. This time the drive home was 998 km.

Joe Buttigieg



Bugs & Buses by the Bay 2015.

On Sunday 5th July the annual Bugs & Buses by the Bay get-together was held near Newcastle. It was held at Croudace Bay Park, on the sunny shores of beautiful Lake Macquarie. It's organised by our club members Ian and Rose.

The weather was kind and it was a top day! Another beautiful day with loads of beautiful cars. Most of the cars were classic air-cooled Beetles and Kombis, but there were a few new Golfs along this year too.

Most people had a great day. Great weather, great

dubs, and great dubbers. Here are a few photos that I took on my phone, so sorry about the quality.

Jeff Walsh



Getting to know Greg Mackie.

What to do with No.8 Beetle ??

After competing at the Nationals Supersprint, I am not sure about driving the car any more.

Even though I am not quite as 'sharp' as I was when I started racing, 55 years ago, and despite not feeling too well, the day end up OK. Having often told myself I would know when to 'give it away', perhaps that time has arrived.

The problem now is what to do with a '59, drum-brake, swing-axle Beetle? Is it too 'Old School' for most people?

I am open to [sensible] suggestions."

It was the above post by Greg Mackie (HappyDaze) on the Aussie Veedubbers forum 7 June 2015 that prompted me to interview this quietly spoken man and write an article about him. I had only two formal dealings with him in the past, and both times he had been both generous and helpful.

I called Greg after reading the above post asking if he would agree to do an interview about his racing days. He agreed and we set up a meeting at his place for Monday 15 June 2015. It was a cold and wet day, but I was warmly greeted by Greg, his lovely wife Veronica and Vincent, their pet dog.

Greg was born 14 July 1941 and is the son of a brick layer and seamstress. He is the younger of two sons. He is married to Veronica and is the father of two sons, David and Tim.

Where were you born and where did you grow up?

"I was born in Guildford, then we moved to Rockdale when I was about five. I went to Bexley School which wasn't very far from where we lived. We moved Dora Street Hurstville and then to Connells Point, where I went to Kogarah Intermediate High until I was 15. I couldn't wait to get out of bloody school."

What was your occupation?

"I served my apprenticeship (five years) as a panel beater with E.R. MacNamara Pty Ltd in Arncliffe from about the end of 1956. The last half of my apprenticeship was with John Owen Motors, the VW dealers at Kirrawee. I stopped doing that. I started doing my own business doing smash work. I decided not to do that any more in about 1966. I refused to use plastic filler to repair motor cars, and it was me against the world.

"I had a couple of jobs and I worked for Buttercup Bakeries in Hurstville for a while being in charge of the maintenance and installation work at the plant.

"Anyway, I went back into the sheet metal business and started manufacturing stuff in sheet metal in about 1971. That business is still going. My two sons are running that.

"I also came up with the idea for carrying bikes on the back of cars called the MAC-RAC. I made them for quite a while.

"Now I'm supposed to be retired, but I'm probably busier than ever. David, my eldest boy had a heart attack a little while back, and I got dragged back in and dusted off. They can call me back in whenever they feel the need. I don't think I could retire."

How long have you been a member of Club VW?

"I think I joined Club VW to do the Supersprint. Probably about the first one, around 2007."

When did you get your first car and what was it?

"I couldn't wait to get my licence at 17. I think I was 17 and five minutes when I got my licence and I eventually got a Morris Eight."

How did your interest in cars and motor sport begin?

"I was never really that interested in motor racing. I don't know where I got the car interest from, because my dad didn't have a car till he was 50."

What was the first race you went to as a spectator?

"Probably Albury. Went down to Albury with a fella who was an apprentice motor mechanic back then. He knew a fella by the name of John Halcrow who was racing a Holden down there. That would have been 1960. I bought a Beetle in 1960, and we more or less took it for a bit of a run. That's probably where it started actually. The 'racing' bug. I thought this looks good. Looks like a bit of fun."

Who motivated you to enter the motorsport world of racing and why?

"I didn't want to race cars really. I just wanted to be a lair around town. I met a fella by the name of Jack Bono. I got to know Jack because my brother would get his '58 Porsche 356 serviced by him. Anyway, I bought a brand new 40-bhp Ruby Red Beetle in early 1961. One time I was over at Jack's, and knowing I was a panel beater, he asked if I could make an aluminium bonnet and engine lid for a 1953 Porsche that he had just bought but was partly finished and needed a bit more work. I said yeah and made them for him. He asked me how much he owed me. I had no idea, so I said you 'hot' my engine up and we'll call it square. So he did. He bored the cylinders, balanced the crank, modified the pistons and worked the heads and cam. After the work on the engine, Jack took it for a drive. He couldn't believe it and said this goes better than a Denzel! He said you should take it up to the hill climb at Silverdale. The first time I went to Silverdale, I was entered in the run. Never even got to have a look first. I ended up with the outright Touring car record beating Jaguars and Holdens in my '61 Beetle. I found something that I seemed to be good at. I got hooked. I got the bug, literally."

What was your first race, and in what car and on what track?

"My first actual circuit race was at Oran Park. It wasn't long after it was built. Maybe the second or third meeting. It was still tar and gravel then. It hadn't been hot-mixed. I raced my Beetle."



Silverdale Hillclimb, 1962



Bathurst Easter 1963

What was your favourite race track?

“Bathurst. Definitely Bathurst.”

What was your most satisfying race, whether you won or not?

“Most satisfying race, probably beating Ron Hodgson at Catalina Park. Because Ron Hodgson had this no-expense-spared Downton Mini he brought in from England, and that race was a Le Mans start. I was able to get away from the start quickly because I drove my car everyday, and knew it would just start, and I'd be away. I ended up beating him, helped by my good start. Hoddo came up to me after the race and I thought he was gonna hit me. But he came up to me and said that was a good race. I enjoyed that.”



Catalina Park, Katoomba – 1963

What type of racing was the toughest to compete in?

“Probably the toughest would have been the Sports Sedans and the toughest track, probably Amaroo, because there's not much straight there and you're working pretty hard. Amaroo was probably the toughest and it could also be the scariest.”

What drivers/cars were your biggest rival and why?

“Well, that's sort of broken into three categories of the early Appendix J racing, then Formula Vee and then the Sports Sedan. In the Appendix J racing, it probably would have been Paul Bolton in the Hillman. That was super quick that car and Paul was a good driver. In the Vee, Enno

Busselmann. In the Sports Sedan, Ross Wittig in a Mini in the Comalco Series.”

What do they mean by Appendix J?

“Appendix J was basically a fairly stock car, which my car was. More or less a road car with limited and minimal modifications such as you were allowed to machine metal off a cylinder head, but you couldn't add metal. Brakes had to be standard, but you could use different linings. The gearbox and diff had to be standard, so you couldn't have a limited slip diff or different ratios.

“Appendix K was actually called GT. These were cars that had body work done, big Holden motors and generally had everything modified.

“In the early days, they used to quite often run them together. So you could see that's an Appendix J car and that's an Appendix K car, they were marked with a 'J' or 'K'. But after a while they got that bloody many entries they ran separate races.”

Was the number 8 you chose or the number you were given?

“I can't remember how that started. The number 8 was a number I got very early in the piece in the '60s.”

Did you have any disappointment in your racing?

“Probably not pushing the lap time difference with Graham White in the Armstrong 500. Had I have been a bit more aggressive there and not be virtually dominated by his old man, I reckon we would have won that. I was quicker than the bloke that won it, in lap times. But, it was probably more of a lesson learnt rather than a disappointment. I was just happy to be driving the Beetle at Bathurst. It would be hard to call any of that disappointing.”

What was your scariest moment during your time in racing?

“My first scariest moment was my first lap at Bathurst in the Appendix J car. The red Beetle that Jack Bono built the motor for. Coming down the straight at 102 mph (164 km/h). The straight used to go all the way down, and there's a hump and what they called the cutting. Coming through the cutting and the hump, I didn't realise there was a crosswind there. The car's lifting doing 102mph, and being hit by the crosswind, I thought the back wheel fell off. The car just jolted sideways to the right by about 2 feet and I naturally corrected and went the other way. It was just rear wheel steer. That was scary, because I didn't know what happened.

“The crash at Wakefield in 2010 was completely



Wakefield 2010

unexpected and I wasn't ready for it at all. The car just went Bang! And when that back brake drum collapsed, I was a passenger from there on with no control of the car whatsoever. It just dug in and up in the air it went. That just taught me a lesson to never ever buy after-market important things."

Did you ever think of giving racing away after that?

"Never really thought of giving racing away, except probably now. I don't do racing any more as such. I went down last Wednesday for a club day at Marulan. I got second-fastest time of the day. I had a ball, but I had to really concentrate on concentrating. Really concentrate. Still a bit of a scary moment there at one time. I'm lucky that my reflexes are still good. I think I've got to face the fact that I'll be 74 shortly and I'm not as sharp and physically fit like I used to be."

What racing teams were you involved with?

"When I was first racing the Beetle, a couple of fellas by the names of Archie White and Jim Simpson were with the Neptune Oil Company. They were like Tom and Jerry. They were putting a racing team together and asked if I wanted to be in it. It was called the Neptune Racing Team and Ray Kaleda, Max Stahl and myself were in it. They gave me free oil and petrol and 10 quid if I had a win."



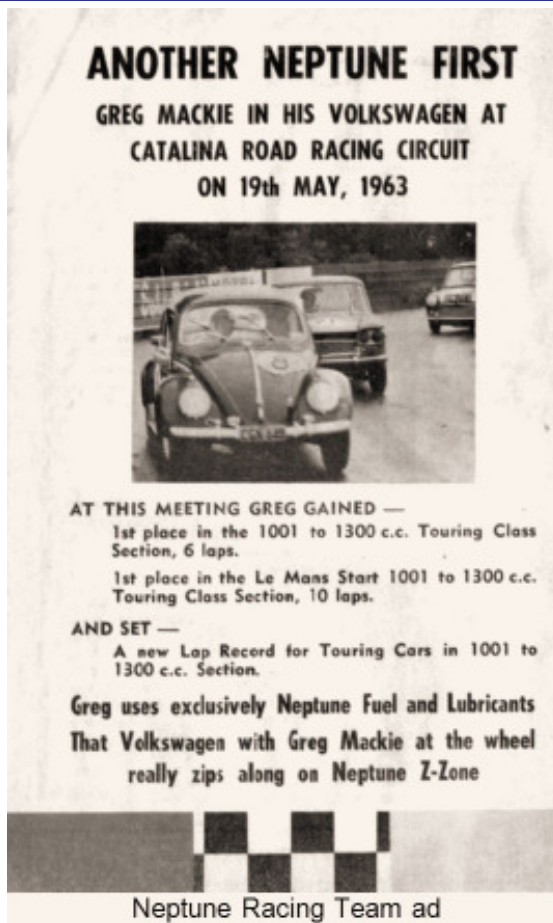
Eastern Creek May 23 2015

Were you with Neptune for only one race?

"I had them till I stopped racing. They tried to talk me into starting up a Neptune Service Station. I started to get oil in Shell tins. Just when Shell took over Neptune. That was just about the change over time."

Given what you know now, what advice would you give to others wishing to enter the motorsport world?

"From the pure racing side of things, I would repeat



Leo Geoghegan's advice on the track. 'Concentrate on concentrating.' I think that's absolutely number one. He said, 'The minute you start slackening off, you start losing concentration, that's when you come undone.' I think that was petty good advice.

"It's like everything. Some people are good at it and some people aren't. I would say if somebody wants to take up racing, buy a Formula Vee. If you aren't up the front of the field in the first 12 months, you're never gonna be a serious racing driver. No matter what you get."

Why is the photo from 2009 of Rod Penrose and Don Pauter in serious discussion at Don's workshop one of your favourites?

"I'm not a photographer. I'm amazed that I even took a photo like that. I took that photo when I was in America, on one of Rod's trips. I just thought that there's two people intensely talking about conrods, or no matter what they were talking about, they were really engrossed in their little conversation on engines and stuff. Being a panel beater, I'm not an

engine bloke. Engines frighten me."



What do you think has kept you grounded throughout your time in racing?

"I rely very heavily in my sense of humour. You know when you asked about the worst thing, when I flipped in that VW? I called on my sense of humour then. It was like being in a washing machine. I got out of the bloody car. I felt terrible. The next minute the ambulance pulled up. The bloke came over and he said 'Righto. You better hop in.' I said no, I'm alright. I'm alright. He said 'No you're not! I saw you throwing up!' I said Mate, if your car looked like that, you'd be spewing too wouldn't you? He said 'Your sense of humour's alright!'"

Norm Elias



We met up at Camden showgrounds a little after 9:30am, where Allison and her team had already set up the entry desk with hot coffee available. \$10 entry gave us the instruction/answer sheet, plus a windscreen sticker. We stood and chatted happily in the clear morning air, as VWs began arriving in numbers.

Most of the entries were from Flat Four, but there were several more Club VW entries. Steve arrived in his orange Superbug, followed by Norm (and dog) in their yellow Superbug. John Vellis was there in his brown Beetle, while Wayne was in his blue Kombi and Laurie in his Beetle. It was an excellent turnout.

The cars lined up to depart together, and headed out of

Berry VW Show 2015.

The postponed 2015 Berry Blast from the Past was held by the Shoalhaven Volkswagen Club and was held on the 5th July on Berry Showground, with in excess of 110 VWs turning out.

Plenty of Bugs, Buses, Ghias, Notches and Squarebacks and a few Water-cooled making up the number.

The area allocated was packed to capacity a good sign for the organisers. Ten members from Club Vee Dub Sydney were in attendance. Excellent numbers to support this worthy event. The day was about 17 degrees with plenty of sunshine and no wind.

As always this event coincides with Berry Market Day which also has it all for those hunting out a bargain.

Peer judging was for the most Popular Vehicle On The Day and this went to Megan & Mark Rowley's sparkling blue and white '75 Kombi (yes this Kombi does have Sparkles added to the blue paint).

For the raffles Rod Penrose donated a set of Chrome Wide Five Rims for 1st, and a Quick Shifter for 2nd prizes.

Admission fees was heading to Shoalhaven Cancer Council with spectator gold coin gate entry Sheldon Henry who is driving in an upcoming Bash Rally with his funds directed to the Starlight Foundation which provides support for children in hospitals.

We had a great day and look forward to next years BLAST. Congratulations to the winner and event organisers on such a great day.

Norm Robertson

Next month - a full report by Willie Nelson

Flat Four Observation Run 2015.

On Sunday 19th July our friends at Flat Four VW Club organised their annual Observation Run. Brian and I had won this event last year, so we were keen to team up again.

In previous years Flat Four have done runs to Warragamba Dam (several times), and last year, to Cataract Dam about halfway between Appin and Bulli. This year the destination was to be Cordeaux Dam, the next one south and about halfway between Wilton and Wollongong.



Camden and down the old highway towards Razorback. There were questions to answer every couple of km, some of them closer, involving spotting a sign or landmark beside the road. Most were fairly easy; some we missed entirely.

We turned left at Picton (and missed two questions straight away). Further past Wilton there was no mobile reception, so cheating was impossible. It was only 10 km past Wilton that we slowed, and turned right onto the short 3km access road to Cordeaux Dam.

Like Cataract, it has a lovely little picnic ground with plenty of parking, a covered BBQ area and plenty of picnic tables under the shady trees. Murray had the BBQ going while Allison laid out the cakes and yummy strudels, and they also





in 1922 so anything Egyptian was fashionable then.

Cordeaux is a curved dam some 405 m long and 45 m high, with an unlined spillway to the left of the dam wall. Cement and metal were transported to the site from the main southern railway 21 kilometres away using a five kilometre steam operated aerial ropeway built across the Nepean Gorge. The final journey was completed by a narrow gauge rail line.

Today the Cordeaux supplies water primarily to the Macarthur district, but also to Prospect and Sydney via Upper Canal. It was fun to wander across the top, peering over the steep front face then looking back on the almost full lake behind. The Egyptian towers were open and were big echo chambers inside.

Thank you to Allison and the gang from Flat Four for an excellent day. Looking forward to next year – there are still plenty of dams we haven't been to yet.

Phil Matthews

had the coffee urn boiling.

Flat Four did a wonderful catering job, and it was great to enjoy lunch and talk VWs with our friends. They drew the raffle then announced the results – this year a Flat Four team won the event with a perfect score. Brian and I missed 3 questions this time.

After lunch we packed up and drove another 1 km down to the bottom car park at the dam wall for a walk over the top, then some group VW photos.

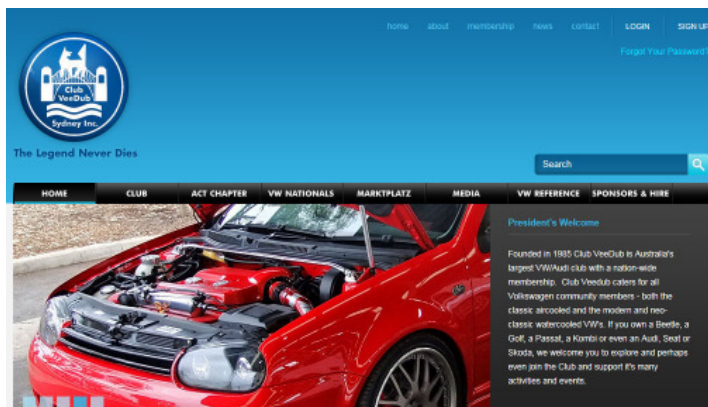
Cordeaux was the second of the four dams constructed to collect water from the Illawarra Plateau. Construction of the Cordeaux started in 1918 and was completed in 1926. It was built of large sandstone blocks packed with concrete, and styled with unique Egyptian-style gateway towers on the wall - Tutankhamen's tomb had been discovered



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 2012-13, 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?



27/11/12 Hi, I'm looking at purchasing a 67 Splity. I am after some info on changing the transmission for better freeway cruising. It has a 1600 motor in it. I just need to know if you would recommend a mechanic who would be able to give me a ball park figure. As i'm about to spend around \$40,000 and I just need to know where i stand with the money on top of that figure. Thank you for your help. Darryn

5/12/12 I am looking for an original kombi bus (not camper) with no rust. Do you know anyone who has one and is interested in selling. Thanks Glenn

7/12/12 Thinking of buying a 2003 Golf 2 litre, concern with 3 things . 1/air intake hose has oil externally on on junction above oil filler cap, is this normal. 2/inside oil filler cap looks to be condensation to underside of cap and build up of oily rusty coloured film. 3/oil dip stick looks a dark almost black colour ,is this normal motor sounds smooth 158000 km many thanks Rob

9/12/12 Interested in becoming a member have a 1971 vw thanks Judith

10/12/12 I am a new member with a 1984 Transporter watercooled camper and I need a water pump. Can you tell me where I should enquire. Thanks, Neil

11/12/12 I have a 1976 beetle i am looking to get rid off needs restoration if any body is interested please give me a call or e mail i am in brisbane regards Aaron

12/12/12 My daughter has an '09 Audi A6 in pristine condition she needs to sell,a re we able to list it on your site without being members??? Thanking you, Mark

20/12/12 Just wondering if you need to own an old VW. I

am currently looking to buy a new version of the Beetle and would like to know if their owners are kinda obsolete in the car club :) Thank you, Natalie

20/12/12 Hi, hope a club VW guru can help. I have a jan 54 3 fold ragtop sedan. LHD. factory L41 black. Anyone know or remember my rare car here in Australia? David, Brisbane.

29/12/12 I have a 1971 VW Super Bug (not registered) that I would like to sell, I have photos. Can someone please contact me on this matter. Judy

29/12/12 I have a type 2 micro bus with a chassis number of - 222 2 185 000 and and engine number AF 029572 what model is it? As most parts sites talk about up to 72 or from 73 on. Parts I have ordered are wrong. Please help. Andrew

2/1/13 Hi am just going to purchase a 1971 super bug vin 1112131971 type 1 and looking if you can suggest the best place to purchase spares etc... thanks Brian TBA a member soon.

5/1/13 1 - I was wondering when your 2013 show and shine is if you are having one 2 - there was an artist at your 2012 show and shine I was wondering if you knew who it was? Rachel

5/1/13 Gday, not a VW owner anymore but I think I have found what is an oval window rear glass, can you put me in touch with someone who can confirm dimensions and possible value ? Thanks Tony

9/1/13 Hi,I currently own a 1999 VW Golf that's having some immobiliser issues preventing me from selling it privately (we're also downgrading to being a 1 car family) and I'm looking for somebody who would be interested in taking it off my hands for parts (other than the immobilizer the car is in pretty good condition) rather than scrap metal and am seeking an interested party in my area, North Brisbane. I'm not expecting much from it but it would be a shame to sell it for scrap when somebody else could make use of it. Cheers, Tim.

10/1/13 Can you send me the form(s) about this year's Bug-In to the e-mail address please. Adam

13/1/13 Does anyone know off or where to start looking for garage/workshop for rent. I want to get my first Bug since coming to Australia, but need to rent storage and workshop space. Living in St Leonards and happy to travel up to 20 km. Once I get this sorted I can beg or buy a bug, running or wip. Regards Andrew

16/1/13 I live in Mollymook and was hoping you could help me out with 1 or 2 Kombi Micro bus for my wedding day 23/2/13, Someone that lives in the sholehaven area would be great Please help thanks Erinn

19/1/13 Hi, I have a very neat and tidy VW buggy located on our premises in the car park. The vehicle has now ran out of registration and no one has touched the vehicle for almost 1 year. Can you please get in touch with me so I can inform you

of the registration number and you could contact the owner and inform him that it will be towed off our property and he will need to retrieve it from a scrap yard. I have done a vehicle check on it and can confirm that the vehicle is registered to your club. Kind Regards David

20/1/13 Hi There, My friend's husband is currently getting a vw beetle kids push car restored for his wife which was given as a first birthday present by her father, Dallas Tidymen. She only has 1 photo of her late father and he was hoping to get additional photos to accompany the surprise reveal. I have seen his name a few times on your site and I was wondering if u have any photos of him at all? Any information you have would be greatly appreciated. Cheers, Kristi

23/1/13 Would like to become a member of Club VeeDub Sydney Inc. as I have recently purchased a 1972 1303S VW. I am Unable to become a member via the website reason unknown. Thank you. Ian

26/1/13 I have a uk beetle, 1967 1500 (crossover year, disk brakes but originally 6v therefore older styling, sloping lights etc) I am looking for a comprehensive restoration and am seeking an expert...wonder if you can help? Dave

27/1/13 Hi I was just wondering if someone there in the vee dub club would know where I can get information regarding how many Kombis were produced in certain years? I have been offered a 61 dual cab thats been sitting for years and cant find anything on the year. many thanks :) Thomas

29/1/13 My name is Delilah and I came across your site today while surfing for VW photos. I am writing you b/c I have a proposal for you about placing a text ad. if this interests you let me know and I will send you further details.

30/1/13 Hello, I am from Germany and I saw your homepage. very nice page, cool cars, verxy good information about VW. i am a big VW fan and look sometimes in the internet about cars and so on. so I found your page. I have make a link on my private page to yours, where is the info about the technik from the cars. sorry for my badly Englisch. I wish you all the best from Germany. Best regards Georg

1/2/13 Hi,I'm seeking a nylon bush for a 1998 VW Transporter. Is it possible to buy the bush on its own rather than purchase an entire new gearbox? Need ASAP Fran

2/2/13 Have 70s Kombie tent to sell in good condition. Attaches to side of van with centre pole comes with bags and pole asking \$350 Bob

10/2/13 I am looking for spare parts for a VW Caravelle (Fan Control Relay 701919506A). Would you have addresses of some spare parts dealers (new and secondhand), you can send me? Thanks. Norbert

11/2/13 Hello I was wondering if there is any way to advertise on your site. Please send me an email at your earliest convenience so I can learn more about options and rates. I look forward to working with you. Thanks again for your time, Nicole

15/2/13 I am looking to buy a vw beetle and have seen one on the internet in Penrith. As I am in Brisbane I need someone qualified to inspect this vehicle and let me know it's worth the asking price. Are you able to assist . Thanks Corinne

17/2/13 I have a 1972 VW Bug to sell. It is a sole-family car and has been well maintained and loved. It has some dings and some rust. My auto-electrician and mechanic have valued it at \$2000. Do you know anyone who might like to buy it? I would love it to go to a VW-enthusiast! Best regards Helen

21/2/13 Hello im a Norwegian vw nerd in town today anti Wonder If there is going to be some vw on Your mestring to da. I have bin away from my garage no for some weeks and wold love to see some old kars again Arnstein

24/2/13 My wife has a 1973 vw covertable beetle with engineers report and she want to put it on a club permit we live in Melbourne does you club have members in Victoria and also do they do club permits if not can you help us with some one that can thank you for your help regards Gordon

25/2/13 Hi,I am wondering if any members would be interested in renting me a bug for my wedding. We have one and are after a second. Wedding is on the northern beaches sydney. Rgds, Adrian

27/2/13 Seeking info on "House of David" VW Dealership, Nth Ryde c1960s-1970s. Cheers, Michael

27/2/13 Our organisation is organising its 2nd German Festival in July this year and would like to ask if your club would like to be part of the festival. I can send more information after initial contact with you. Hoping to hear from you soon, Kindest regards Jenny

4/3/13 Hi, We would like to be part of the VW Nationals again this year. We will be representing Autoslick. We provide automotive detailing services and sell watercooled parts and accessories. Thanks Azgar

5/3/13 I own a VW Scirocco Mk1. is it possible for me to join your club if i stay in South Africa.? Peter

5/3/13 I live in woollongong and wish to join a vw club Max

5/3/13 Hi there, I am hoping you can help with a VW engine specialist in the Geelong area. I have purchased a trike with a 1916cc engine and need some advise/repairs thanks Dave

6/3/13 hi, i have a VW buggy, the vin code is :DP8028656 i am trying to obtain a birth certificate so that i can register it on a correct 1968 plate as it is currently registered on 1980 plate, however i am having real trouble even varyfying the VIN number ?? i wonder if you can help me please. I am in UK Ray

7/3/13 I am wondering what the possibility would be to hire a VW car for a photoshoot. Is this something that you might be able to help me with please? Thanks so much! Sarah.



current top-selling TDI340 model.

It will be available with a six-speed manual or seven-speed dual-clutch automatic, and possibly in front-wheel drive only - although the current model has optional 4Motion all-wheel drive variants available.

Fuel use is expected to drop notably, too - again there are no confirmed details for Australia, but in Europe the TDI350 uses between 5.8 litres and 6.4 litres per 100 kilometres, where the current T5 TDI340 uses between 7.7 L and 8.2 L/100km.

The gruntier bi-turbo option that will be offered - which should be called the TDI450 - pumps out 150 kW of power and (yep!) 450 Nm of torque, again with a six-speed manual or seven-speed dual-clutch (not the

eight-speed seen in the Amarok ute), and 4Motion all-wheel drive as an option.

It replaces the 132 kW/400 Nm TDI400 model currently available, and again, fuel use should drop markedly. The T5 version uses between 7.8 L and 8.8 L/100 km, where the new T6 claims between 6.1 L and 6.8 L/100km in Europe.

T6 Transporter review.

The all-new Volkswagen Transporter commercial van range will bring more of the same when it arrives in Australia in November 2015.

Why more of the same? Because that's essentially what Volkswagen Australia has told us to expect - a very similar model range to that which is currently on offer for the Transporter, which competes against vans such as the Toyota HiAce, Hyundai iLoad, Ford Transit Custom and Renault Trafic.

That means there'll be plenty of options for buyers after the following: a mid-sized van with a standard, mid or high roof in short- or long-wheelbase guise; or if not that then maybe a crew van with a row of seats in the cargo area; or if not that then a single-cab-chassis ute; or a dual-cab-chassis ute... you get the picture. This is a comprehensive model line.

As is the case with the current T5 model range, all T6 Transporters will be offered with 2.0-litre four-cylinder turbo diesel engines only. According to VW Australia, there won't be a petrol version "simply because it doesn't sell".

There are no exact specification details available from Volkswagen Australia at this point in time, but it seems likely that the mainstay of the engine line-up will probably be known as the TDI350. That powertrain produces 110 kW of power and - you guessed it - 350 Nm of torque. It has the same peak power output but 10 Nm more torque than the



Unfortunately we didn't get to sample either of those engines in a Transporter commercial van, but we did drive the TDI450 engine in the Multivan and found it to be a strong thing, if let down a little by the DSG transmission's low-speed hesitation.

At the launch we managed to get in to the model that could prove to be the price-leader in Australia, the T6 TDI250. If sold locally it will likely take the spot of the entry-level TDI250 Runner, which is currently kicking off proceedings in the Transporter range from \$32,990 plus on-road costs.

It, again, is a 2.0-litre turbocharged four-cylinder engine producing an identical 75 kW of power and 250 Nm of torque to the model that is currently on sale.

However, this engine too has been tweaked for some efficiency gains. With stop-start as standard, a new engine design that is optimised for a more efficient combustion cycle, and Euro 6 emissions regulations stipulating an exhaust gas treatment (such as AdBlue) to reduce the level of nitrous oxide emissions, there are consumption drops for this





powerplant. It now uses an average of between 5.9 L and 6.3 L/100 km; the current TDI250 uses 7.5 L/100 km.

This model comes only with a five-speed manual transmission, which undoubtedly limits its appeal to inner-city drivers. But if you don't mind shifting gears yourself, it could be something you'd get used to, because the shift action is light and smooth, and so is the clutch pedal push.

The engine in this model is best left to those who won't load their vehicle to the hilt. We had a 'half-load' of ballast on board (about 500 kg) and the engine didn't haul quite as effortlessly as expected.

It wasn't struggling too hard and nor was it sluggish, but with two occupants and half a tonne in the cargo area we found that on higher-speed roads it was best to push the accelerator pedal flat up hills and manhandle the gearshifter with a bit more rigour rather than riding on a torque wave as we might have in a model with a higher-output engine.

Still, in more of a stop-start environment this engine impressed. It pulled away from the lights without much fuss and dealt with traffic much more convincingly than it handled highway hustle.

Since 1950 Volkswagen has always been the best in the game at making a van that's comfortable on the road, and the new-generation Transporter is no different.

It rode over differing surfaces beautifully, with the revised suspension helping to level out a bit of body roll (though the low-mounted ballast placed squarely above the rear axle no doubt helped in that regard, too). Bumps such as potholes were also dispatched with ease.

The Transporter's steering, however, wasn't quite how we remembered it. The existing model is equipped with a



hydraulic rack and pinion steering system that offers direct connection to the front wheels, where the new model has electric steering which removes some of that resistance and feel through the steering wheel.

It makes for a drive experience that requires a little more effort when initially turning from the straight-ahead position, and while it does respond well when you push it into a roundabout or a quick corner, it's at lower speeds that a bit more of a connection would be welcome.

A little less road noise would be good, too.

The cockpit has seen some big changes, with an entirely new dashboard that has been rethought with workers in mind.

There are new storage bins littered throughout the cabin, including a sunglasses holder in the roof-lining, a big dash-top folder holder, a stowage slot in front of the passenger, and two-tier door pockets, and the lower section can swallow big water bottles.



There are two bottle holders on top of the dash, too, and a pair of cup holders that flip down from the gear selector surround, which are a little inconvenient if you have three aboard - and if you do, the two passengers will be a bit squished, particularly the outboard occupant because they already sit quite flush against the door. And for elbow-resters, the hard plastic door trims aren't overly comfortable, and nor is the flip-down armrest which is covered in hard plastic but also has a pair of cup holders.

Our test vehicle had a 1+2 layout, with a fixed bench offering no sliding function, and the driver's seat was also limited in the amount of travel available because of the bulkhead fitted. That could be a problem for taller drivers, but at the very least the large glass viewing pane in the bulkhead offers decent rearward vision, as does the kerbside sliding door's windowpane.

The new steering wheel is an improvement - not just because it looks better, but it also felt better in the hand, as did the leather-lined gearknob.

Above that shifter is one of the big talking points of the interior, a new 16-cm touchscreen infotainment system with Apple CarPlay and Android Auto integration and a reverse-view camera display.

We tested the Apple side of the equation by connecting an iPhone via USB, and found the system to be simple, intuitive and also pretty to look at. The standard menus on the Volkswagen interface have also been improved, and the response times are much better than in the past.

What about the business end?

Well our short-wheelbase, standard roof model was the

most compact Transporter on the fleet, with a total of 5.8 cubic metres of cargo space - which is relatively competitive in the class.

The SWB model offers 2324 mm of load floor length up to the bulkhead, 1700 mm of width (and 1244 mm between the wheel arches) and in this specification there's 1410 mm of load height. Payloads are yet to be confirmed for Australia.

Access to the cargo hold can be gained through rear barn doors or a conventional tailgate, while side access is driver's side as standard. There's a good number of tie-down points, and the lining on the internal walls of the cargo bay should stop any pimples from appearing on the outside.

And given that the new model is built off the same architecture as the previous one, VW Australia claims T5 owners will be able to shift their existing fittings to the new model with ease.

T6 Multivan Gen 6.

If there were ever to be a modern-day take on the classic VW Kombi Microbus, this would be it - the new Volkswagen Multivan Generation Six.

Sure, it's not a split-window. Nor does it have 23 windows like the iconic Deluxe Microbus (or Samba as the Brits know it). And there's no sign of an overtly large VW badge on the nose, either... well, it's kind of big, but not huge.

What the new T6 Multivan Generation Six model is, according to Volkswagen, is an "emotional analogy to the forefathers". The two-tone paintwork, for instance, is a strong cue to the T1, T2 and even T3 Deluxe Microbuses and Caravelles of yesteryear, as are those eye-catching 18-inch chrome-centred rims.

But whatever you do, don't call it a retro car ... well, at least not in the presence of Pavol Sajtak, head of colour and trim for Commercial Vehicles at Volkswagen AG, who was one of the team behind the new Generation Six model.

"The important thing is we don't want to play retro," he said at the launch of the new model in Sweden last month.

"It's not a play on words - it's heritage," he said of the Generation Six model. "To keep the brand values that customers appreciate with the vehicle; to keep the flexibility of the exterior and the interior; and offering this heritage look - this connection to the past - that was the challenge for us. That's what we want to communicate with this vehicle: that there is a new car on the market, there is a new vehicle which is carrying all the features which are requested, but still there is a link to the heritage.

"We are 65 years on the market - we made the Microbus in the 1950s, and this is a new interpretation of that." And what an eye-catching interpretation it is.

The "special edition" model is based on the Multivan Comfortline, which, in current-generation T5 guise in Australia, costs from \$49,990 plus on-road costs for the entry level TDI340 front-drive variant up to \$60,990 plus costs for the top-end TDI400 4Matic. The Volkswagen Multivan Generation Six isn't officially confirmed for Australia - the company says it is "looking at it" - and if were to come, we'd expect it to be in the \$60K-\$75K range.

There are plenty of changes over the standard Multivan, including tinted windows, LED headlights and tail

lights, fog lights with cornering lights, and an exterior chrome pack. That two-tone paint is officially an option for the Generation Six, and there are four colour pairings to choose from, and two different 18-inch wheel options in two different colour patterns.

The changes filter into the cabin, too, with two-tone Alcantara and leather seats, contrasting stitching on the leather-wrapped steering wheel and gear selector, and fabric floor mats with coloured piping. Buyers can choose to have either a colour-matched interior finish or a high-gloss black, too.

It's a classy looking dashboard, one that is reminiscent of the Up! and Beetle models - except in the new T6 Multivan it is considerably more practical.

There are numerous storage options including a covered dash-top bin, another covered caddy above the glovebox, a smartphone-sized (yes, even iPhone 6 Plus) holster with USB input just below the media screen (and there's an additional USB plug and auxiliary plug for an extra device).

The pop-out cupholders that spring from just near the gear shifter - watch your knee if you're the passenger, though, as it's a bit tight. That gear-shifter surround also eats into the driver's legroom, but we'd suspect this issue is more pronounced for left-hand drive models.

The media system is all-new, and features up-to-date inclusions such as Apple CarPlay and Android Auto. It means you can run the system using the regular VW interface, but when you plug in your smartphone via the USB, the interface changes to mimic what you're comfortable with.

The system worked brilliantly for our test drive, and we also used the Bluetooth audio streaming which was faultless.



The controls are all logically positioned, and the new steering wheel (which is shared with the Golf, among others) is a treat to handle. The standard climate control air-conditioning and heated front seats are guaranteed to keep those up front happy, too. There are no soft-touch plastics, though - including on the door cards, which could do with a fabric-lined elbow rest.

The back is almost as important - if not more so - than the front, because it's all about moving people, and the Generation Six makes use of the standard Multivan's seven-seat layout which consists of a pair of captain's chairs in the second row, and a third row with three seats.

The rear seats are comfortable, supportive and because

of the clever rail sliding system, they are also very adjustable.

You can have the captain's chairs facing forwards or rearwards, with lots of leg room or a little less, and while the bench always faces forwards, it can also be slid fore and aft to allow better boot space or lots of luxurious leg room. That back row seat can also be folded into a nearly-flat bed, and European buyers will get the option of a mattress-like insert that measures 1.4 metres wide and 2.0 m long.

The third row also has a nifty flip-down armrest, while the individual chairs have a table that also slides and can be removed if required. There's good storage for all and sundry, with a bottle-holder each.

Suffice to say, this is a very flexible space, just like the T5 that came before it, and as with that car, there is a separate climate control zone for the back-seat passengers with vents for all, coming down from the roof, as well as lights at two separate junctions. The controls are still a little fiddly, but the airflow is good.



There's a lot of standard safety kit fitted to the Generation Six models, including front and rear parking sensors, adaptive cruise control with autonomous emergency braking, and "Side Assist" blind-spot monitoring.

That said, the car is built on the existing underpinnings, and despite adopting front-side airbags and full-length curtain airbags for protection of the rear seat passengers, there are no seatbelt warning chimes for those in the rear - which could make for a less-than-stellar crash rating because of the updated five-star criteria.

Under the bonnet of our Generation Six Multivan test vehicle is a 2.0-litre four-cylinder bi-turbo diesel engine that is new to the Transporter range. It produces 150 kW of power (at 4000rpm) and a thumping 450 Nm of torque from 1400rpm to 2400rpm. It also means this is the first diesel Transporter with the ability to better 200 km/h - and you can use the standard adaptive cruise control system up to 210 km/h. Well, at least in places where that sort of behaviour is legal.

It's a cracker of an engine, with plenty of push from low in the rev range, a nice linear power progression on the move and it's also impressively hushed whether you're cruising at highway speed or motoring around town.

We tested seven-speed dual-clutch automatic version which exhibits a touch of low-speed lag when you're taking off from intersections and the like, but above crawling speeds it shifts smoothly and cleverly, allowing the driver to make the most of the torque available while also keeping consumption under control. VW claims this drivetrain will



use an average of just 6.3 litres per 100km - the current Highline DSG model uses 8.1 L/100 km.

Volkswagen is also making some claims about the way the new model drives, despite admitting that nothing has been dramatically changed in terms of the chassis design. According to the brand it is "completely differently", with the engineers having "tapped a lot of potential".

A large part of that potential can be found in the use of the Dynamic Chassis Control adaptive damper system, which has three modes: Comfort, Normal and Sport. If that seems a bit silly you're not alone - it seems the damper settings could have been better thought out with Normal, Empty and Full.

As you'd expect, there's a better level of comfort in that particular mode, with bumps on the road dealt with in a cushioning way - though at the expense of body control, as the van will lean more in corners in this mode.

Sport firms the dampers up considerably, with notably better cornering stability but a much harsher ride which is exacerbated for those in the back row as they sit essentially on top of the rear axle.

Normal found the best balance between comfort and control, with still notable body roll (particularly in the back) but with good compliance over rough surfaces.

The steering has been modified, too - an electric system replaces the old hydraulic unit, and there's a big change to the way it feels to drive. The existing model had quite direct steering when you'd start to turn the wheel from straight-ahead, where the new electric system requires a bit more arm-twirling initially. It is light in its action, but it just feels a bit slow to react.

We had the chance to ride in the back of a T5 Multivan after the T6, and it's clear there's more space (both in head room and leg room), no real surprise given the new model is longer (5006 millimetres against the current version, at 4892 mm) but while the new version is slightly shorter inside (1950 mm versus 1970 mm) it sits lower (distance from the road to the floor pan: 551 mm versus 572 mm).

Also worth noting was that the cabin is quieter in the back of the T6 than it was in the T5, but there's still some resonance that can boom through the cabin - particularly on the larger wheel/lower profile tyre packages.

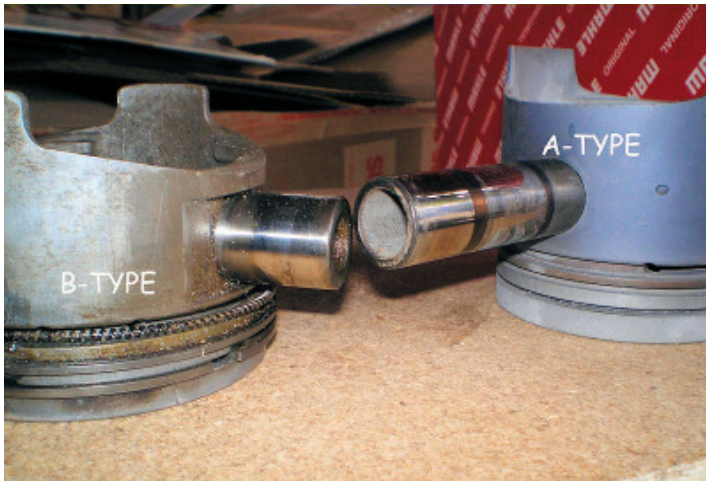
We'd be very surprised if Volkswagen Australia didn't have this model as part of the line-up when it launches locally in November 2015. Stay tuned.

Matt Campbell

Basic Jugs 1.

HEADZUP! The fins on your cast iron cylinder barrels are brittle. Drop one, the fins are going to snap off and you're gonna have to buy another set. So put down some cardboard. And be willing to sacrifice a toe if a jug gets away from you.

After-market VW jugs come in two basic flavours and a variety of sizes. The two flavours are A-types, meaning they're to be used with the stock crankshaft throw, and B-types for stroker cranks. A-types have a greater crown height; the distance between the centre-line of the wrist-pin and the top of the piston. Stroker cranks would shove this piston right out of the bore. By using a lower crown height the piston sits lower in the bore and will not protrude as far, meaning you can use a thinner spacer under the jug, your heads won't be pushed so far away from the centre-line and your valve-train geometry won't be as badly out of whack. Of course, that also means the pistons will sit slightly deeper into the crankcase at BDC, where the piston's skirt may interfere with the flange of the opposing cylinder. So B-types also have shorter skirts in that area, although not short enough for a really aggressive stroker. As the Mechanic-in-Charge, part of your job will be to ensure there is no interference.



Today, buying pistons by mail order is a crap-shoot. When buying pistons what you wanna do is stand right there at the counter, open the carton and inspect the colour-dots on the tops of the pistons. If all four don't match, don't buy. It's hard enough building a good engine with good parts; it's virtually impossible if you start with bad parts. And mismatched jugs are bad, bad parts. When you do find an honest dealer, buy as many sets of jugs as you can afford. Good investment if nothing else.

You also need to check the length of the barrels within the set. All should be the same to within about 0.025 mm. This may be checked with a surface gauge (ie, you don't have to actually measure the things -- just make sure they are all of equal height between the sealing surfaces). If the height is out by no more than 0.040 mm you can live with it. Up to about 0.075 mm you can shorten the three longest cylinders. But any error greater than .075 mm is simply too much work; it would be best to find a more accurately made set. When checking for height measure at least three points of the circumference. You will occasionally find a barrel in which the sealing surfaces are not parallel to each other. If you have a shop full of equipment you can re-machine the barrel to make it square then adjust the length of the other barrels to



FIGURE 1



FIGURE 2

match. But on the whole, you'll be miles ahead if you start with more accurately made parts in the first place.

But let's say you've found a suitable set of jugs, no broken fins (feel them), colour-dots are okay like the set of Mahle's in Fig 2. The first thing you want to do is number them. Use a marking pen or crayon to put a big, bold number on the inner flap. This is called a work number; it doesn't have anything to do with the engine's method of designating cylinders. But the pistons are matched to your barrels and the



rings are matched to your pistons. You can't let them get mixed up. And they will if you don't mark them. (See Fig 3)

Go find a container that will hold and protect four pistons. Turn on your air and rig a die-grinder with a narrow cut-off wheel. (No got? Then use a rat-tailed file.) Find your vibrating scribe and have it handy. (No scribe? Then get a round-nosed punch. [Make one out of a nail or something.]) All tooled-up? Okay, pull a jug outta the carton and use a hammer-handle to push the piston out of the cylinder. Put the piston into the plastic bag and fold it over on itself; the next step calls for spraying abrasive grit around and we want to keep it off the piston. Find the flat section of fins and use the file or die-grinder to transfer the jug's work-number to the jug. It should look like Fig 4 when you get done (only prettier). That is, three notches means '#3,' one notch means '#1,' and so on. Before you put it back into the box, mark the piston. Herezhow:



Lookit the face of the piston. Find the arrow. That shows you which way the piston has to be installed on the engine. Turn the piston over and scribe the work number on the wrist-pin trunnion under the arrow. Herezwhy: If you're building a really good engine you're going to have your valve heads, combustion chambers and piston-tops treated with a ceramic-metallic thermal barrier coating. When the parts come out of the oven the coating will have obscured any markings on the crown of the piston -- you won't know which way to install the thing until you measure the off-set of the piston-pin. So you put your work-number on the trunnion

that must point toward the flywheel-end of the crankshaft.

So... write the work-number onto the underside of the piston under the arrow, put it back into its plastic bag and put it into the second box you've provided. Now you can put the barrel back into the carton. (But there you are, die-grinder at hand, and you just know you could do a better job cleaning up the parting-line flash on those fins.... Don't. No air flows across the parting-line. [Think about it.] It doesn't matter if the fins are open or closed at that point. Grind on the things and you'll just be spraying lotsa abrasive grit around.)



Okay, got the gen? Then do the same procedure to the other three jugs and whistle when you're done; I'm gonna go cop a smoke.

You'll love this next step! A chance for you to exercise your artistry in paint. Herez whatcha need: Some flat black paint. If you don't have any, make some by mixing a tad of naphtha with glossy black paint. If using Rustoleum Flat Black in the half-pint can as shown in the photo, you'll need to thin it with about an ounce of mineral spirits. But before opening the can, make sure it is at room temperature. Then shake it for at least two minutes. Don't guess; check a clock and give it an honest two-minute shake-up. Provide yourself with a stirring



stick, open the can, add the mineral spirits and stir for at least one minute.

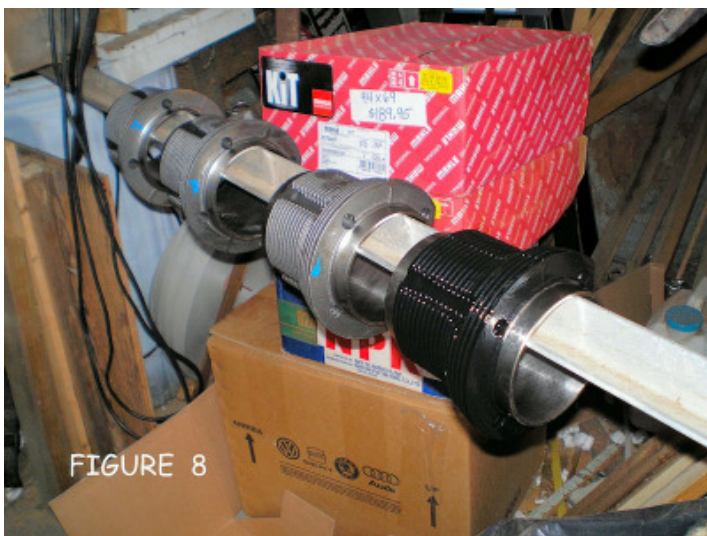
Obtain an inexpensive 1" paint brush; something cheap enough to throw away after using. (Why? Because the cost of the mineral spirits needed to clean the brush is more than the price of a new brush. Using a pair of heavy shears cut off about two-thirds of the width of the bristles. You've now made a fin brush :-)



As you can see in the photos I've threaded the barrels onto a piece of extruded angle supported at both ends; a broom stick or piece of plastic pipe would work as well. Do not use anything that can scratch the barrels.

This particular set of pistons & cylinders was free of cosmoline. Some sets are not. If the jugs are greasy they must first be washed in solvent to remove the grease.

All set? Then go ahead and paint the cylinders. Try to keep the paint off of the machined surfaces. Use a paper towel dampened with mineral spirits to wipe off any mistakes; the machined surfaces must be perfectly free of paint when we assemble the engine. Removing it now is easier than removing it later.



It generally takes me about half an hour to paint a set of jugs. If this is your first set, you won't need that long. When you're done, wrap your paint brush in plastic and allow the paint to cure for about half an hour. Now take a strong flashlight and inspect your work for holidays. Surprise!

Okay, so it's a bit harder than it looks. (Which is why it takes me about half an hour.) Unwrap your paint brush, stir up the paint and do the job properly.

Once the jugs are painted it will take a day or two for them to dry sufficiently to be baked. Baking hardens the paint. It also causes it to shrink. If the paint is not fully dry, baking will cause the paint to crack, rust will form in the cracks and your engine will look like hell. And run hotter than it should, since rust makes a dandy insulator.



Another reason we must have a good paint job is because the next step in prepping our jugs is to give them a bath, complete with lots of scrubbing and a boiling water rinse. If you've missed a spot with your painting, your jugs are going to start to rust even before you get the engine assembled.

Bob Hoover





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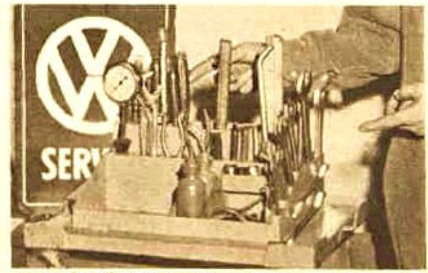
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