

Zeitschrift



The cheese toastie Kombi in Adelaide.

September 2015

IN THIS ISSUE:

Catalina raceway ghosts
Fake Red Terrors
South African 1600-S
Crank basics IV

Uch's Catalina memories
Adelaide VW auction
Willie's Berry report
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.

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VW Motorsport Committee:	John Ladomatos Craig Adams Conie Heliotis Eddie Fleita	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:

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Kemp Tools	Volkshome Automotive
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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.



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

Patrick White lawns, Parkes Place West (beside the National Library)

- ▶ 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.



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Country Club

Oktoberfest

October October October
3rd, 4th & 5th

\$5 Entry Fee

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Saturday Only

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Country Club

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Workers

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WARWICK QUEENSLAND



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



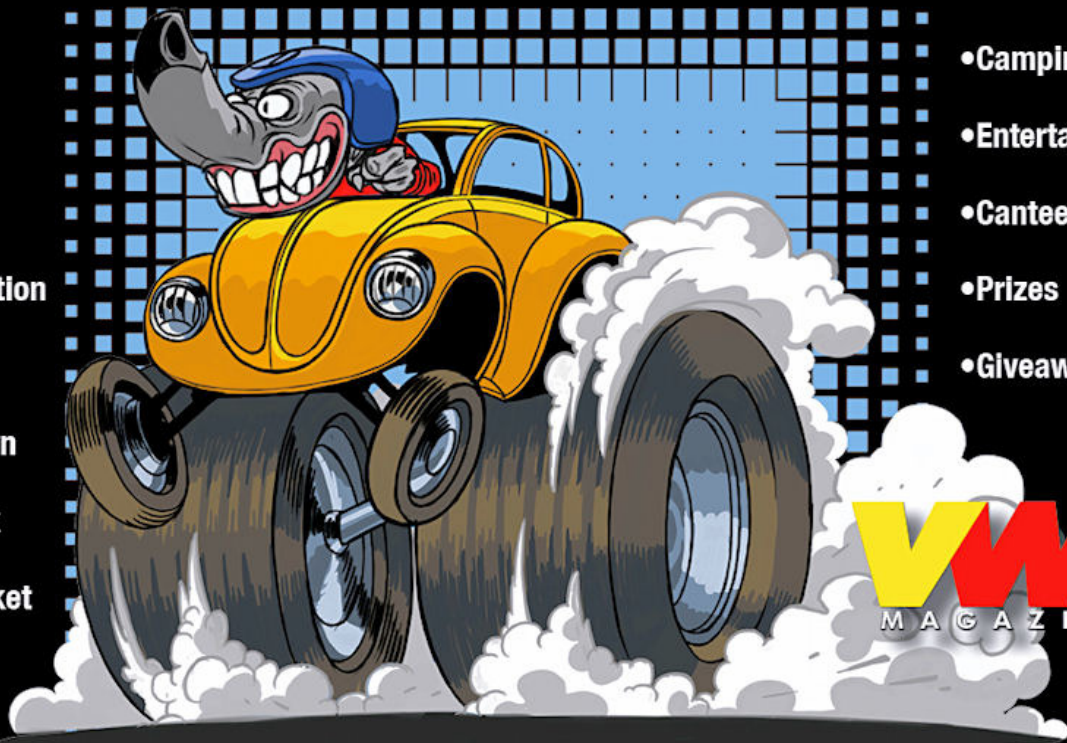
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VOLKSWAGEN DRAG
RACING ACTION



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- Bang 4 Buck
- Ladies Bracket
- 1/8th Mile

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



WWW.VWMA.NET.AU



MICK MOTORS

Kombi Convoy

SATURDAY OCT 10

START AT 10.30 AT ST LEONARD PARK (NORTH SYDNEY)
THEN TAKE MILLER ST TO FALCON ST (2 MIN - 600 M)
TAKE M1 AND SYD EINFELD DRIVE TO BONDI RD IN
WOOLLAHRA 14 MIN (10.5 KM)
CONTINUE ON BONDI RD.
DRIVE TO QUEEN ELIZABETH DR IN BONDI BEACH
PARK IN FRONT OF THE PAVILION



The Beach Boys

WITH SPECIAL GUESTS

the
Whitlams
KIM
CHURCHILL
Busby Marou
SAHARA BECK

MUSIC, SURF, SUN + SAND
SATURDAY NOV 14TH 2015
ON THE BEACH AT BONDI BEACH

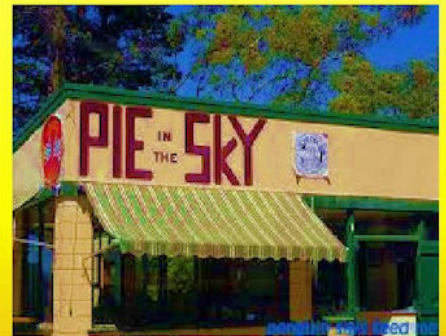


ATTEND THE CONVOY & GET A FREE GA TICKET
TO THE FESTIVAL ON SATURDAY NOV 14
THE 10 BEST BEACH VANS WIN A FREE CAR-
PARK AT THE EVENT & ANOTHER FREE TICKET.

Jeff and Susan's Pie In The Sky Cruise



Sunday 8th
of
November



Meet at Swane's Nursery,
490 Galston Rd Dural, from 10:00 am
for an 11:00 am departure.

There will be lots of delicious food and
will be a really fun day!

Please call Jeff on 0402 280 242 for
more information. ☺ See you there!!!

Von dem Herrn Präsident.

Well we had a great turnout for the CMC Shannon's Classic at Eastern Creek, or Sydney Motorsport Park as it's known now. We had spaces for 20 Volkswagens and I think we filled all of them on the northern side of the main straight. A report will be in next month's magazine; Phil ran out of space this month.

Late in August we had the VW Winter Break 2015 at Sunny Sawtell. A report will also be in next month's issue. One of the highlights was a replica short wheelbase Audi Quattro rally car that attended the Coffs Harbour Motorfest.

Coming in September we have the Burwood Spring Festival Classic Car Show on the 20th at Burwood Park. You'll need to ring at Burwood Council or visit their webpage to book your place. Tell them you are with the Volkswagen Club.

Also on the same weekend is the Canberra Autofest on the 20th see flyer in this issue for more information.

Its a shame that these two events always clash.

Coming up on the October long weekend is the Drag Racing at VW Warwick in Queensland. I and many club members will be attending, it's a great weekend away and Warwick is not that far away. Raymond has also confirmed that the Hubertus Oktoberfest is on the same weekend for those staying in Sydney. Once again they are inviting VW owners to display their cars.

The Bondi Beach Festival has also confirmed a Kombi Convoy on Saturday 10th October. This will be from North Sydney Oval at 10am to Bondi Beach via the harbour bridge. All entrants will get free entry to the festival in November, which includes the Beach Boys. See the flyer for more info.

Jeff and Susan are organising another Pie in the Sky run in November. Keep an eye on the Club Calendar and the flyers for coming events; springtime is a very busy time with lots of events coming up, and details are added and changed regularly.

It's been a year already since we change our printer and went to a full-colour format. I'm very pleased with the results. The old black n white magazines look very old-fashioned by comparison.

Don't forget the monthly meeting on Thursday 17th September, at the Yagoona Greyhound Club.

See you soon,

Steve Carter



Die Motorrennen.

World Time Attack Challenge is on 16th & 17th October at Sydney Motorsport Park, Eastern Creek. Club Vee Dub Members wishing to work at this International Event as a Flag Marshal Official please contact a motorsport committee member.

This year Club Vee Dub has again been invited to work at this International event as Track Officials. We will be Flag



Marshals at various points around the main circuit on SATURDAY.

If you are a CAMS accredited Official or wishing to train for your CAMS Officials Ticket this is an ideal event in Sydney.

Why not join Club Vee Dub's team at this International Event. Remember contact a Motorsport Committee member for details asap.

Thanks,

Norm Robertson
0409 771 822

Kanberra Kapitel report.

Hi everyone, Spring has sprung, although the temperatures aren't really showing that much as at time of writing. In August we had a great cruise to Tarago, there will be a report in the magazine soon. Thanks Iven for running this one!

September is our big carshow for the year - German Auto Display - held on Sunday 20 Sept. There is an updated flyer in the magazine, we'd love to see you all there. We've had some admin issues leading up to the show but we are proceeding full-ahead now and will make it an excellent day.

The show celebrates all of the German Marques, so you will find VW, Mercedes, BMW (cars and bikes), Porsche, and Audi on display. This year will also see the Rare Marques showing their cars off...some very excellent examples there. The show will be on Patrick White lawns beside the National Library, in Parkes ACT. Our wet-weather location is the Treasury carpark, just around the corner.

Admission will be payable as you enter the site, and all VWs will need to register at the tent after you park. This year you will be given a parking permit to display on your car, any cars without a permit may receive a parking ticket from our friendly inspectors. I intend on putting the rego form on the website so you can have it filled in and ready, so keep an eye out for that.

For Canberra members, don't forget we want to see the historic rego'd cars there, so dust them off and bring them along.

All cars MUST have a drip tray, regardless of engine condition...it can be tin, cardboard, whatever. Don't forget

that Floriade is just a quick stroll over the bridge and you may want to take the family there during the day.

In October we are organising a bowling event, and November will see the Marques In The Park carshow, so keep your eyes open for details of those events. We have also done some updates to the Canberra section of the website (thanks Aaron for the help), and will be maintaining the data there better than we have in the past.

Sunday 20 Sept, German Auto Display, Parkes ACT. Pay as you drive in, bring a drip tray, and be ready to celebrate Spring in Canberra.

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.**

September.

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).

Saturday 10th:- VW Kombi Convoy to celebrate the Bondi Beachfest and the Mike Love Beach Boys' November tour of Australia. Kombi owners are invited to join the convoy from North Sydney to Bondi. Meet at Fig Tree Lane, next to North Sydney Oval, North Sydney, at 10:00am for a 10:30 departure. Cruise across the Harbour Bridge, Cahill Expressway and Syd Einfield Drive to Bondi Beach Pavilion. All entrants get a GA ticket to the festival in November, plus the chance to win more free tickets.

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.

Sunday 8th:- Jeff's Pie in the Sky Run. Meet at Swane's Nursery, 490 Galston Rd Dural, from 10am for coffee. Drivers' meeting and departure at 11am. Cruise via Galston Gorge and Old Pacific Hwy to Pie in the Sky, 1296 Pacific Hwy Cowan. Lots of parking space, great pies and sausage rolls, coffee and drinks, and views out over the national park. Trophies for the best Air and Water-cooled VWs, plus a lucky door prize. A nice drive for your VW, not too far and great for kids too. For more information ring Jeff on 0402 280242.

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

Sunday 15th:- Melbourne Day of the VW, at Yarra Glen Racecourse, VIC. Show n Shine, trade displays, swap meet, and more. Public entry 9am, show entries close 11am. This year is celebrating the Golf GTI. For more information, visit www.vwclub.com.au

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

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

Sunday 22nd:- Boris' Picnic Day 2015 at Cook Park, Dolls Point, right beside the waters of Botany Bay. Yes it's on again! Enter via Sandringham St. Display your VW, car boot sales, Club stand, BBQ sausage sizzle and refreshments. Shine up your VW and enjoy a day in the sunshine by the water. All VWs welcome, old and new! \$5 entry, \$10 for swappers. Come rain or shine! For info phone Boris on (02) 9789 1777.

Saturday 28th:- Snowy Mountains 1000 at Cooma Airport. The fastest motorsport event in Australia open to the general public! See some really quick VWs race against the fastest cars in Australia over the standing 1000m, 2½ longer than a normal drag strip. The current record is 17.3 seconds at well over 300 km. Entries for 2015 are now full but spectators welcome. Go to www.snowymountains1000.com.au for more info.

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 nibbles and snacks provided. 8:00pm start.

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

January 2016.

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

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

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 25th:- 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.

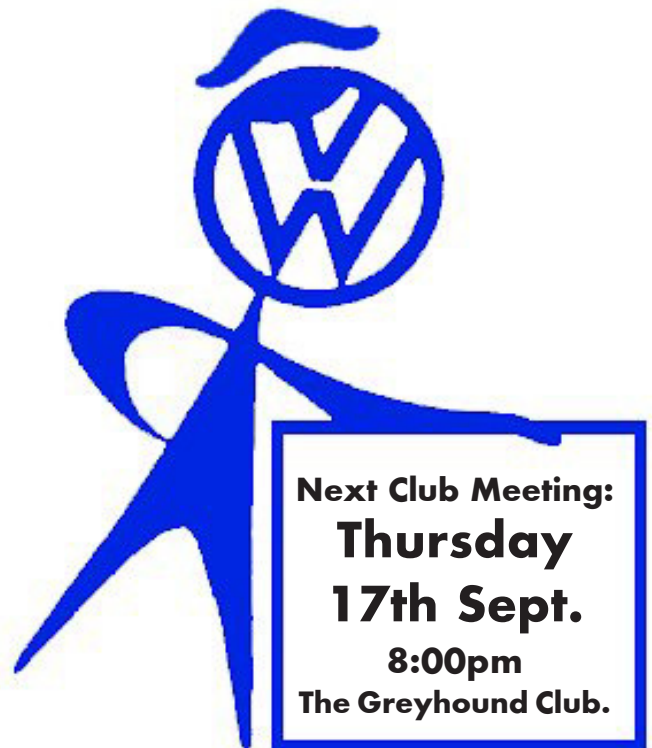
Wanted:- I'm a former member of Club Vee Dub. I was enquiring if anyone had a **1300cc "sports" engine** for sale. If you can help, please contact Mr Peter Hosford (retired) on (02) 9661 4332 (AH), on mobile 0414 192 415, or email me at pbhosford@gmail.com

Free:- I have two **1971 VW station wagon wheels** (used tyres and rim). If there is anyone in your club who would like to have them for free, Please let me know. Kind regards, Klaus Inveen (02) 6251 2275 or email inveen001@tpg.com.au

2nd Month 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



Trades and services directory.

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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

Combreeze Kombi.

Lily and I spotted this Kombi in the Rundle Mall when we were on holidays in Adelaide back in July.

Trades and services directory.

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PADSTOW NSW

Combreeze makes quick and tasty cheese toasties, coffees and snacks for the passings crowds – Rundle Mall is a bit like Pitt St Mall in Sydney, with department stores left and right. Service is quick and friendly, and the Kombi is certainly an attention grabber.

They don't have a website, but they are apparently on Twitter, whatever that is (#combreeze). You can ring Combreeze on 0418 822 353.



Trades and services directory.

Trades and services directory.

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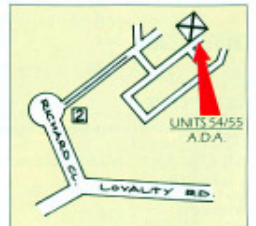
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ACT Tarago Cruise

On Sunday 22 August, the Canberra Chapter embarked on a club cruise to the small NSW town of Tarago (near Bungendore). This trip has been popular in the past and this day was no different, with 11 cars travelling in convoy. The cars in attendance were Beetles (7), a Kombi, and a Golf Wagon, Jetta and Amarok. The venue of choice is the Loaded Dog hotel, with warm fireplaces, great food, and old world charm, the club members had a great trip. A big thanks to Iven for running this event.

Bruce



Trades and services directory.



Jan Eveleens
Director

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Trades and services directory.



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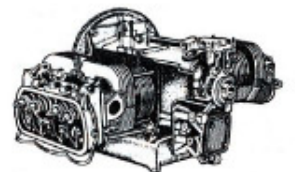


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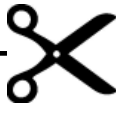
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2016 model updates.

Volkswagen Australia has announced a range of sweeping changes across most of its forthcoming MY16 passenger car and SUV range, which it has billed as the “biggest model year update in the local company’s history”.

In what amounts to a significant value improvement, all Polo, Golf, Beetle, Scirocco, Jetta and Tiguan models will now get a standard reverse-view camera and a new App-Connect USB interface integrating Apple CarPlay, Android Auto and MirrorLink as standard.

This makes Volkswagen among the first brands with these new-generation connectivity systems, which over the coming years will become standard across the overwhelming majority of new cars.

Some models also get a new 16.5-cm screen — notably the Golf, which definitely needed one — along with power bumps (hello to the Golf 92TSI and 110TSI) and other additional equipment. The just-updated Polo GTI hot hatch is now standard with adjustable dampers.

There is also an array of small price tweaks, both increases and decreases. Polo pricing changes from -\$100 to +\$500, Golf and Golf Wagon pricing changes from -\$200 to +\$700, Golf GTI pricing drops from by between \$1000 and \$2000, Beetle pricing rises \$600 and Jetta Trendline prices rise \$200.

The Passat range is untouched, as the new-generation car is coming before year’s end. The Golf Cabriolet remains the same too.

The MY16 model range will begin to arrive in Volkswagen dealerships across the country in the coming weeks, with models available to order immediately.

“It’s great to be able to offer our customers the best of German engineering, and in the coming weeks and months, our customers will be able to get even more bang for their bucks,” said Volkswagen Group Australia managing director John White.

White has been effusive in the past about VW’s mission to be a top-five player in Australia, and the company has been posting strong growth this year.

The full suite of MY16 running changes are below (prices mentioned are for versions with manual gearbox unless otherwise mentioned. DSG auto generally a \$2500 extra):

Polo 66TSI Trendline

(\$16,990 plus on-roads, up \$500)

Additional features over and above the MY15 Polo 66TSI Trendline:

- Composition Media 6.5-inch (replaces Composition Colour 5.0-inch) high resolution touchscreen display
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink
- Reverse-view camera

Polo 81TSI Comfortline

(\$18,490, down \$100)

Additional features over and above the MY15 Polo 81TSI Comfortline:

- Composition Media 6.5-inch (replaces Composition Colour 5.0-inch) high resolution touchscreen display
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink
- Reverse-view camera

Polo GTI

(Still \$27,990)

Additional features over and above the MY15 Polo GTI:

- Sport Select suspension (electronically adjustable dampers) Including sportier tuning of a range of parameters (such as steering, sound actuator and accelerator response) by pushing the Sport button

•App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink

- Reverse-view camera

Options

•The optional \$1900 driving comfort package (Comfortline) now includes Discover Media satellite-navigation.



Golf 92TSI

(\$22,490, up \$700)

Additional features over and above the MY15 Golf 90TSI:

- 1.4 litre TSI engine with 92kW of power (+2kW) and 200Nm of torque
- Composition Media 6.5-inch (replaces Composition Colour 5.0-inch) high resolution touchscreen display
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink
- Reverse-view camera
- The entry Golf Wagon has been discontinued

Golf and Golf Wagon 92TSI Trendline

(\$23,990 hatch, \$27,990 wagon with DSG standard on latter)

NEW MODEL: Additional features over and above the MY16 Golf 92TSI:

- 15-inch Lyon alloy wheels (4)
- Parking distance sensors, front and rear with Optical Parking System (OPS)
- Rain sensing windscreen wipers
- Automatic headlight function
- Automatically dimming interior rear-view mirror

Golf and Golf Wagon 92TSI Comfortline

(\$27,990 hatch, \$29,490 wagon, both standard with DSG, prices down \$150 and \$200 respectively)

Additional features over and above the MY15 Golf 90TSI Comfortline:

- 1.4 litre TSI engine with 92kW of power (+2kW) and 200Nm of torque
- Discover Media satellite navigation system with 6.5-inch high resolution touchscreen display
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink

The Golf 90TSI Comfortline manual has been discontinued

Golf and Golf Wagon 110TSI Highline

(\$32,990 hatch, \$34,490 wagon, both standard with DSG, prices up \$200 and \$150 respectively)

Additional features over and above the MY15 Golf 103TSI Highline:

- 1.4 litre TSI engine with 110kW of power (+7kW) and 250Nm of torque
- Discover Media satellite navigation system with 6.5-inch high resolution touchscreen display
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink
- Vienna leather appointed upholstery with heated front seats
- Keyless Access, keyless entry and starting system

- Bi-Xenon headlights with LED daytime driving lights
- Keyless Access, keyless entry and starting system

Golf GTI Performance

(\$46,490 with standard DSG, down \$2000)

Additional features over and above the MY15 Golf GTI Performance:

- Discover Media satellite navigation system with 6.5-inch high resolution touchscreen display
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink
- Keyless Access, keyless entry and starting system

Golf R

(Still \$52,740)

Additional features over and above the MY15 Golf R:

- Discover Media satellite navigation system with 6.5-inch high resolution touchscreen display
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink
- Vienna leather appointed upholstery with heated front seats

Beetle

(\$31,390, up \$600)

- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink
- The Rear View Camera (RVC) with static guidance lines is now standard equipment

Options

- Discover Media satellite navigation is now available as a \$950 individual option
- The Blue Silk Metallic paint has been introduced

Scirocco R

(Still \$45,990)

- New-generation Discover Media infotainment system to replace the RNS510 satellite navigation system
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink

Jetta 118TSI Trendline

(\$22,990, up \$200)

Additional features over and above the MY15 Jetta 118TSI Trendline:

- Composition Media 6.5-inch (replaces Composition Colour 5.0-inch) high resolution touchscreen display
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink
- Reverse-view camera

Jetta Comfortline, Highline and Highline Sport models

(Pricing unchanged)

Additional features over and above the respective MY15 Jetta models

- New generation Discover Media infotainment system to replace the RNS510 satellite navigation system
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink

Options

- New Ruby Red Metallic paint has been introduced



Golf and Golf Wagon 110TDI Highline

(\$35,490 hatch and \$36,990 wagon, both standard with DSG, prices up by \$200 and \$150 respectively)

Additional features over and above the MY15 Golf 110TDI Highline:

- Discover Media satellite navigation system with 6.5-inch high resolution touchscreen display
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink
- Vienna leather appointed upholstery with heated front seats
- Keyless Access, keyless entry and starting system

Golf GTI

(\$40,990, down \$1000)

Additional features over and above the MY15 Golf GTI:

- Discover Media satellite navigation system with 6.5-inch high resolution touchscreen display
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink

Tiguan 118TSI, 132TSI and 130TDI

(Pricing unchanged)

Additional features over and above the respective MY15 Tiguan models

- Composition Media 6.5-inch (replaces Composition Colour 5.0-inch) high resolution touchscreen display
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink

Tiguan 155TSI R-Line

(Pricing unchanged)

Additional features over and above the MY15 Tiguan 155TSI R-Line:

- Introduction of new generation Discover Media infotainment system to replace the RNS510 satellite navigation system
- App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink

Options

- Discover Media satellite navigation system is now available as an option for 132TSI and 130TDI models (replacing the RNS510 option) for \$950

Polo GTI update.

The standard features list on the 2015 Volkswagen Polo GTI has been given a significant boost this week as part of an MY16 update, just shy of three months on from the local launch of the newly updated model.

Just as market demand moved the company to reintroduce a manual transmission into the Volkswagen Polo GTI as part of April's mid-life facelift, those prayers have been answered once again.



Announced today alongside a host of major value improvements on the wider Volkswagen range, the Polo GTI is now equipped with the trick Sport Select system introduced in Europe last year.

Unlike the adaptive damping offered with its larger Golf GTI sibling, the Polo GTI's Sport Select system is a driver-selectable function only.

Enabling the system stiffens suspension, while also adjusting steering weight, throttle response and the car's sound actuator system.

This update marks the first appearance of Sport Select with the local Polo GTI, having been left off the local range when it launched in April. But, while the system is available in Europe as an optional extra, it comes to the local Polo GTI as standard equipment.

To have the Sport Select system arrive so soon is surprising, although its potential had never been ruled out: speaking with CarAdvice in December, Volkswagen spokesperson Karl Gehling confirmed the company would monitor demand.

The upgrade makes the Polo GTI unique among its peers, with no direct rivals – such as the Fiesta ST, Clio RS and 208 GTi – offering a comparable system.

As a performance-focused system, Sport Select is unique to the GTI model, but buyers shopping across the Polo range can now also look forward to the new advanced connectivity features offered with Apple CarPlay, Android Auto and Mirrorlink.

Those updates come with price changes that range from a \$100 reduction to a \$500 increase for regular Polo models, but, impressively, the Polo GTI's price remains unchanged at \$27,990 plus on-road costs.

Gehling confirmed that feedback from buyers and media alike had moved the company to introduce the upgrade.

"We received a lot of consistent feedback from both the media and from customer regarding the Sport Select suspension which is why we decided to revise the model," Gehling said.

2016 Commercial updates.

As reported above, Volkswagen Australia recently announced a number of updates to its 2016 passenger model range. It appears likely that some of those tweaks will flow through to the Volkswagen Commercial Vehicles range, too.

The updates announced for the Polo, Golf, Beetle, Scirocco, Jetta and Tiguan include new media systems with Apple CarPlay and Android Auto integration, as well as the addition of a standard reverse-view camera across the model ranges.

Volkswagen Australia has not confirmed that the changes will filter across to all of its commercial vehicle offerings – the Amarok ute, Caddy small van, Transporter mid-sized van and Crafter large van – but it seems likely that at least some variants will have the new media systems as standard, as well as reverse-view cameras on a number of variants.



The new T6 Transporter van range was recently launched in Sweden, where vehicles from across the T6 series including the Transporter van and the Caravelle and Multivan people-mover models were fitted with the new media system.

It is extremely likely that the Caravelle and Multivan models will get the media systems and cameras, and we'd expect to see a camera and touchscreen on most Transporter models, too.

The new-generation Caddy – which was revealed earlier this year and will arrive in Australia in November – has VW's Car Net capability, which is the label VW has given the interface with Android Auto and Apple CarPlay connectivity. It's optional overseas, though.

But neither the Crafter nor the Amarok has been mentioned as receiving any such upgrades – though the 2016 model Amarok will arrive in the coming months, and it is likely that these technologies will be offered. That's despite the fact the 2015 Amarok launched just a few months back with a more concentrated offering.

Currently the Amarok comes with a reverse-view camera on the Highline and Ultimate models, while rival ute the Mitsubishi Triton has the potentially life-saving technology on all of its pick-up style utes (non cab-chassis). Toyota will do the same with its new HiLux due in a few months.

Volkswagen Australia public relations manager Kurt McGuinness said that the company is "interested if the technology is available" when it comes to offering reverse-view cameras more broadly across its model lines.

"If the market requires it, we're always listening to the market's needs and we will definitely consider it," he said.

The new Caddy and Transporter ranges will arrive in Australia from November, with full specifications to be announced closer to that date.

Australian VW agenda.

In the 30 months since John White took the top job in Australia in March 2013, Volkswagen has remained generally steady in terms of sales volumes. In 2012 Volkswagen sold 54,835 vehicles; in 2013 this increased very slightly to 54,892 vehicles; and in 2014 the marque dropped very slightly to 54,801 units. That was the year that White took the knife to the Australian model range, cutting the Up! city car and Eos convertible, while placing the Scirocco on hiatus.

In 2015, though, with a range of cars that has been widely rethought to reduce complexity, Volkswagen is kicking goals. With June sales figures just out, Volkswagen Australia has sold a record 32,020 vehicles, which is a jump of 12.1 per cent on 2014's mid-year result (28,571).

In May, VW jumped to seventh spot on the Australian car sales charts, in front of the likes of Subaru, Kia and Honda, overtaking Nissan and breathing down the neck of Ford. Overall in 2015 Volkswagen is sitting in eighth spot, with Nissan and Ford just ahead, but if it continues to track at this rate, it will record its best year ever in Australia (passing 2013's record), and it could be within striking distance of fifth spot overall behind the big-selling Toyota (1), Mazda (2), Hyundai (3), Holden (4) and Mitsubishi (5). VW has not outsold Nissan overall since the 1960s, and has never outsold Ford before.

White has previously expressed a desire to get Volkswagen inside the top five. A lot of that growth has come from the Golf range, which is up 12.4 per cent so far in 2015 in a small car segment that is down by a huge 7.6 per cent.

Other success stories for Volkswagen – albeit from smaller bases – include the updated-in-2015 4x4 Amarok (up 21.1 per cent compared to this time last year), the updated-in-2015 Jetta (up 51.7 per cent year-to-date) the updated-in-2015 Touareg (up 56.0 per cent YTD) and the more affordable, better equipped Polo (launched August 2014, up 51.9 per cent YTD). The Caddy has long been Australia's best-selling small van, with almost 50% market share.

And while it has lost some niche models from the range, VW's local arm is set to see an onslaught of new and refreshed product in its showrooms before the end of the year.

On the passenger car side of things, there'll be an all-new Passat large sedan and wagon, while the Golf R and Golf Alltrack wagons will add some incremental volume, too.

Then there's the commercial vehicle side of things, which has seen the Amarok upgraded earlier this year, and will also see the introduction of an all-new Caddy small van alongside the new-generation T6 Transporter, Caravelle and Multivan models.



Volkswagen Australia public relations manager Kurt McGuinness indicated that the Australia-specific upgrades should give buyers even better value for money, but also suggested the move isn't driven by any pointed attempt to increase sales.

"We don't discuss sales figures and expectations, but we're happy with how we've gone for the first six months," McGuinness said, refusing to comment specifically on whether Volkswagen is targeting a top-five spot.

As for when those wide-ranging changed models announced this week will start to hit showrooms, McGuinness suggested it will vary depending on the model.

"There's currently no definitive timing of what comes when," he said. "But you can start ordering them now."

According to McGuinness the cars will "start to arrive over the next couple of months".

VW Polo recalled.

Just shy of 100 2015 Volkswagen Polo models have been recalled locally due to a possible fault with the cars' front seats.

Affecting 96 examples of the freshly updated Volkswagen Polo, the recall relates to the backrest frames used in the front seats.

According to the official recall notice on the Australian Competition and Consumer Commission's (ACCC) product



safety recalls website, some vehicles may have been fitted with backrest frames with incorrect welding.

“An incorrect weld may cause noises from the front seats,” the notice says.

“However, it cannot be completely ruled out that if this fault remains undetected and the vehicle is involved in an accident, the backrest may fail and lead to injury.”

Volkswagen Group Australia public relations manager Kurt McGuinness said that checks on vehicles will take around 30 minutes to complete, with required backrest frame replacements taking around 90 minutes each.

“We have had no instances locally to date,” McGuinness said.

Letters are being sent out to owners of affected vehicles.

Last month Volkswagen recalled 2708 model-year 2015 Polos due to the possibility of the camshaft adjuster pulley breaking.

The Volkswagen Polo is a strong seller in the light car segment, with year-to-date sales of 3703 units placing it behind the likes of the top-selling Hyundai i20, Toyota Yaris, Mazda 2, and Suzuki Swift.

Tiguan 2 spotted.

Spy photographers have snapped images of the upcoming second-generation Volkswagen Tiguan during testing on public roads in Europe.

Unlike earlier spy photos, which revealed prototypes wearing stretched and widened versions of the current Tiguan’s body, this vehicle has been equipped with the new car’s body work.

As with all of Volkswagen’s mainstream products, the new Tiguan utilises the MQB component matrix for front- and all-wheel drive vehicles.



The new Tiguan is likely to debut later this year, probably at the Frankfurt motor show in September. The new car will likely measure around 4.7 metres from nose to tail, making it significantly larger than the current 4.4m long vehicle.

Equipped with seating for five people, the new car will have a significantly larger boot, with a capacity of around 500 litres. This addresses the greatest criticism of the current Golf-based Tiguan – its small boot.

Volkswagen has confirmed that it will produce a seven-seat version of the new Tiguan at its factory in Mexico from late 2016. Targeted at markets in America, particularly the USA, it’s not known if this variant will be produced in right-hand drive. Existing Australian Tiguans are sourced from Wolfsburg.

A “coupe” version of the Tiguan is widely rumoured to follow on the heels of both the five- and seven-seat cars.

VW robot kills worker.

An outsider contractor working at a Volkswagen factory in Germany has been crushed to death by a robot.

Heiko Hillwig, a Volkswagen spokesman, confirmed to the Associated Press that a team including the 22-year old man were involved in setting up a stationary robot at the company’s component factory in Baunatal, around 100km north of Frankfurt.

During the procedure, the 22-year old was picked up and crushed against a metal plate.



Hillwig stated that a preliminary investigation believes that human error is to blame rather the robot. The robot in question normally works in a confined space, and its job is to grab car parts and manipulate them.

According to the Financial Times, the deceased man was working within the robot’s safety cage at the time the incident happened. A second man, outside the cage, was unharmed.

A spokesperson stressed to the financial publication that the machine involved was not a new generation collaborative robot, which works side-by-side with humans and doesn’t require a safety cage.

The Hessische Niedersaechsische Allgemeine says that despite attempts at resuscitation, the man died later in hospital. The newspaper understands the accident occurred in a hall that produces electric motors and that state investigators have begun looking into the incident.



all variants (quite a few T3s), with a small number of Type 3s and watercooleds, and only one KG. There were approximately 5 other ACT registered cars there, although we all travelled down independently.

As usual at these events, some cars come out of the woodwork that haven't been seen at other shows or may have only recently been finished. There were some exceptional cars on display; however one of the great things about the VW movement is that there are

Blast from the Past car show at Berry.

After thinking we weren't going to make it to the Blast from the Past car show again this year when I discovered a fuel leak in the Bug, I was able to sort it out and it was decided on the Saturday evening we would still make the trip to Berry on the South Coast.

We all squeezed into the VW on Sunday morning in minus 5 degrees and very foggy conditions (especially along Lake George and past Collector) and headed off. All passengers wrapped themselves in blankets (problem with the heater) and were remarkably comfortable – except me! I was freezing. There is a major fresh air leak into the cabin up under the dash. My legs and feet were frozen. Four in the Bug was a bit of a squeeze and the poor old thing noticed the weight when ever we got to an incline.



We took it easy down into Kangaroo Valley, but the views with low level fog in the valleys and that beautiful countryside made it worthwhile. We got into Berry and found the showgrounds around 10:00, which was very busy. Jo and the kids wanted to look through the Markets and take a stroll down the main street. The famous Berry Donut Van was visited, with stories of her childhood travels through this area regaled to the kids by Jo.

There were plenty of cars at the show, with the Flat Four club from Sydney quite noticeable with their club uniform being worn by most of their members. I think Kombis might have out numbered Beetles, when you include

plenty of daily drivers still getting about. A large number of cars that turn up have dents, rust, bits missing or haven't been cleaned in some time – but this is fantastic. No pretentiousness or snobbery going on – everyone just enjoying their cars and happy to chat to likeminded folks about their passion.

We left approx 14:00 and came home via Nelligen / Tarago / Bungendore, which took about the same time as the morning's route. The bug performed exceptionally well and





didn't miss a beat all day. It was the first trip in it with the entire family, who were quite happy (relieved?) that there were no issues with the car.

All in all it was a great day out. I'm glad we got down there as it was one of those shows I've wanted to get to for a few years now.

Willie Nelson

Dear Club Veedub,

Our son, Archie (21 months old) was absolutely thrilled when his Grandfather, Charles Attard won first prize in the raffle at the VW Nationals car show day at Fairfield in May. The prize was a brand new Volkswagen Beetle, just the right size for Archie!!!

Since winning the prize, Archie has enjoyed hours of driving his own personal car around in our quiet cul-de-sac street. (With the help of his older brothers and sister!) He has become the coolest kid in the street!!

When its too dark to play outside, Archie enjoys sitting in his car inside and honking the horn over and over! It never gets boring for him!

Thank you so much to the Club Veedub Committee. This car has bought our little boy so much joy.

Many Thanks,

Jane Attard-Taylor



VW 1600-S SUPER-BUG

South African 1600-S.

As most VW enthusiasts know, the most dramatic change in the original air-cooled Beetle's life was the addition of the Super Beetle in 1971. The changes may seem relatively minor when you compare them to most other cars, but for a car like the Beetle, which only introduced evolutionary changes gradually, they were revolutionary.

First, the front suspension set-up was changed from torsion bars to McPherson struts. This allowed the fuel tank to be reshaped and the spare tyre laid down flat, more than doubling room in the front boot, which was pretty damn nice. The wheelbase was 40mm longer and front bodywork became rather more bulbous and wider as well. In Australia this model was called the Superbug S. It was the first Beetle to have both a 1600cc engine as standard, plus the Porsche-style double-joint rear suspension on both manual and semi-auto versions. Previously the manual 1500 Beetle was only swing-axle, with only the 1500 semi-auto with double-joint axles.

Then, in 1973, VW's engineers went totally bonkers, giving the Super Beetle a real-car-like curved windshield that was 42% bigger than before, plus real dashboard that was thicker than a wallet, finally. This was originally designed to accommodate the early airbags for the US market - which never came. This '73 Superbug 'L', as it was called here, had the same bulgy front as before but with a shorter front bonnet

to accommodate the stretched windscreen. This model, with only minor improvements, was discontinued at the end of 1975.

Throughout the 1971-75 period when the 1600 Superbug S and Superbug L were sold, VW Australia also continued to sell the basic 1300 Beetle as a cheaper model. It still had the old torsion bar front end with shorter nose, plus the swing axle rear. This was also discontinued at the end of 1975.

For most of the Beetle-having-and-building world, these two main versions defined the Beetle range at that time. In the USA they called them the Standard (or just Bug, Beetle, Type 1, Sedan, whatever), and Super Beetle for the fancy strut one. In all world markets where the McPherson strut car was sold only with a 1600cc engine, it was sold as the 'Super

Beetle' or the 'Superbug.' This included Australia/NZ, Japan, North and South America, most of Africa and even several southern and eastern European countries.

The rest of the world called the Supers the '1302' (for the flat-windscreen '71-'72s) and the '1303' (for the curved window). Why? Well in Germany the basic Beetle was the 1300cc model, and the Super was a development of that. VW wanted to call it the '1301', but Peugeot owned that tag already so VW used '1302' and '1303' instead. Their Supers had 1300 engines, like the basic Beetle, so 1302 and 1303 kind of made sense. For the more deluxe 1600cc versions, these were called the '1302S' and '1303S'. Germany, France and the UK were the only major markets where the Supers had both 1300 and 1600 engines, so that's why they used '1302/1303/S' and not the 'Super Beetle' name.

South Africa was rather different. Like Australia in the 1960s, they had their own VW factory and their own tooling, and like the Australian VWs of the 1960s, their cars soon became very different from their German cousins. The factories in South Africa, and Australia, simply could not afford to keep up with all the annual German updates. But while Australia ended local manufacture in 1968 and went back to assembling German parts, the South African factory continued full local manufacture throughout - even after the



Volkswagen introduces an addition to the Beetle range:
The new 'Super Bug'
 for a better outlook on life.



The dotted line shows the extra wrap-around and sporty rake of the new "Super Bug" windshield.

Super Bug by name, Super Bug by nature. The VW 1600 S. A great new member of the Beetle family. Arriving with some exclusive Super Bug features like an all-new wrap-around windshield, with a sleek, sporty rake to it. New panoramic dash with hooded instrumentation and wood grain fascia. New low slung seats with luxurious corduroy trim and reassuring headrests. Deep, wide door pockets. Along with Rostyle wheels and radial tyres. Yet still with that good old built-in VW economy.

The new design also offers some extra benefits. Like more safety. Additional padding goes a long way in keeping you from any possible harm. And so do three-point safety belts.

Luxury? That's all in the bargain. The special corduroy seating is complemented by rich pile carpeting from stem to stern. The precisely adjustable heating and through-flow ventilation system allows for just your kind of comfort. And if you want other nice extras, the Super Bug is just the place to find them.

Super Bug comes in a range of eye-opening colours - all pleasantly eye-catching. It's powered by the durable 1600 cm³ VW engine (super for passing power and performance - super for keeping running costs down). And it connects up with VW's advanced Electronic Computer Diagnosis Servicing System, the system that saves you both time and money. See your VW dealer for a good look at the all-new Super Bug - the latest super idea from Volkswagen.

It's just another exciting addition to the Beetle range of economical cars: the VW 1300 at R2 350, the VW 1600 at R2 470, and, of course, Super Bug 1600S at R2 750.



VW 1600S
 The Super Bug that tops the Beetle Range.

Volkswagens are made for keeps.

PNR18213

Beetle cowl.

In addition, the rear had the normal old-style rear guards fitted to European 1968-70 Beetles, but with the later big Superbug 'elephant's foot'-style tail-lights. These don't normally fit early guards - the Euro Superbug had to have reshaped rear guards with a different profile. So to make the big taillights fit the early guards, VW South Africa had to add a strange extra cuff in between the guard and the lens. The cars also had real fake wood dash inserts, and several unique styles of steel an mag wheels. South African VWs also had strangle little white reflectors on the front guards.

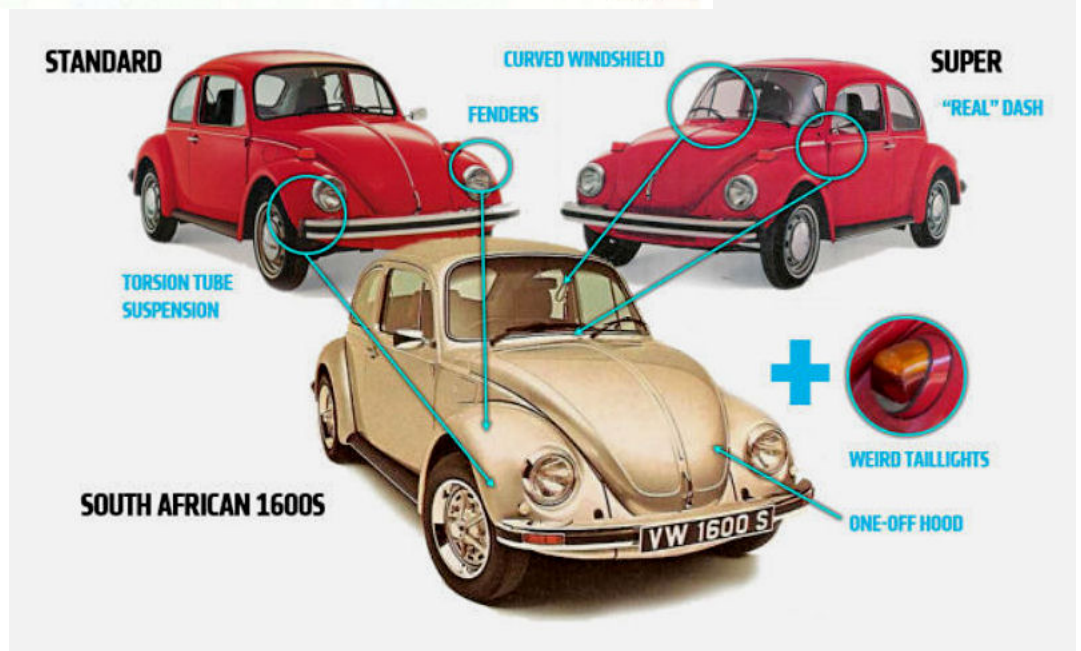
The hybrid Bug was a way for the South African factory to update their cars with the absolute minimum of production changes and costs. This allowed the factory to remain in production over a long period of time, and in fact the South African Beetle outlived its German parent. The last one was made in 1979, replaced by the Golf 1 - which was another South African VW success story.

Jason Torchinsky

German parent stopped making the Beetle entirely in 1978. As a result, the later South African Beetle is a unique specimen.

It is a unique mixture of various Type 1 Beetles, taking parts from both standard and Super Beetles with the gleeful aplomb of a mad scientist.

Behold the South African VW 1600S! It had the standard Beetle torsion-bar suspension, but mixed with the curved windshield and big dashboard of the '73 and up Super Beetle. As a result, it also had a special bonnet and front guards to bridge the divide between standard Beetle front valence and Super





Volkswagens found in Adelaide backyard: 16 to be sold at auction.

The Adelaide Messenger, 27 August 2015

A treasure trove of old Volkswagens has been unearthed in an Adelaide backyard — and now the 16 vintage vehicles are going to go under the hammer.

The vehicles belonged to a former Semaphore resident who passed away several months ago.

While details of the deceased man — and how he came to collect the vehicles — haven't been released, the cars are set to be sold at auction.

The collection includes old Volkswagen Beetles and Kombi vans.

Among them are a 1960s Volkswagen split window Kombi ute; two later model Kombi campervans and a ute; numerous 1960s Beetles and an old Baja Bug.

Auctioneer Roger Kearns will sell the vehicles.

He said Kombi vans were a popular item for car collectors looking to turn a profit after restoring the vehicles.

"They are in need of extreme restoration. There are a couple of Kombi campervans that are in need of restoration



and a Kombi Microbus," Mr Kearns said.

"But the rest of them are just old Volkswagen Beetles and a few other brands that have just been left in neglect."

Mr Kearns said the rusty old Kombi vans would likely fetch about \$15,000.

"The market has been inflamed a little I think because there was a recent sale of a 1960s Kombi bus that made \$202,000 on an investment of \$120,000," he said.

"That sort of shows where the market is going at the moment."

Sadly, Mr Kearns said little was known about the cars' late owner and the Portside Messenger newspaper hasn't been able to speak to the man's relatives.

Mr Kearns will sell-off the treasure trove of classic cars at his Kilburn warehouse on Sunday, September 20, at noon.



People can inspect the vehicles at 7 Palmer Ave, Kilburn on Friday, September 18, between 11am and 5pm and Saturday, September 19, between 11am and 3pm.

Thanks to Carl Moll for the article.

Klub Korrespondenz.

I have just perused Phil Matthews' incredibly detailed Australian VW History article on the Club VeeDub website, and was wondering whether someone at your organisation may be able to assist me.

I am a lawyer in Brisbane investigating a claim for an elderly man suffering from exposure to asbestos. My client was exposed during the course of his employment as a motor mechanic apprentice in NSW.

Our client worked at an ex-Volkswagen dealership, and spent a lot of time working on VWs.

He recalls ordering genuine VW parts from Mosman Service Centre on Military Road, Mosman.

I am wondering whether you or anyone related to the Club might have any recollection of having dealt or ordered VW parts from the Mosman Service Centre during the 60s, 70s or 80s?

If so, I would be very thankful for any assistance that can be provided and would very much wish to speak to anyone who can assist in any way at all.

Thank you for your time,

Mitchell Hauser | Solicitor
PO Box 12011, George Street QLD 4003
13 11 99 SHINE.COM.AU



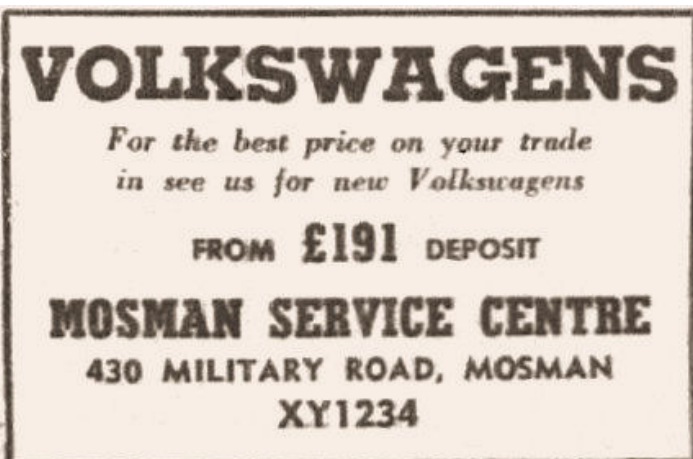
Hi Michael,

Thank you for your email, and I'm glad you enjoyed my VW history articles.

The Mosman Service Centre was a Volkswagen dealership located at 430-434 Military Rd Mosman. According to my records, they were a Volkswagen agency from 1960 to 1977. After that they became a Mercedes-Benz dealership, and today are called McIntosh of Mosman. The site has been completely rebuilt since the VW days. I don't know if they are technically the same company now, but the address is the same. Perhaps they may have records of employees who were there during the time of interest:
www.mbmccintosh.com.au/

The old Mosman Service Centre was an authorised VW dealership, and was under the then NSW state distributorship of VW, Lanock Motors Pty Ltd. Lanock Motors in turn was a subsidiary of LNC Industries. As you will know from my history series, the 'Volkswagen Australasia Ltd' company that ran the Melbourne factory was liquidated in 1968, and LNC Industries was awarded the national distribution rights for VW cars, as well as parts and service.

Volkswagen spare parts of the time that the Mosman Service Centre was active, would have been firstly provided by Volkswagen Australasia Ltd in Melbourne, then from 1968 to



1977 from LNC Industries at North Ryde. The VW parts I can think of that contained asbestos were the heater connector pipes (from engine to body), but these were encased in plastic and not disassembled. The drum brake shoes of the time also contained asbestos, but I do not know whether VW pads in the 1960s and '70s were produced locally, or sourced from Germany, or both. All makers of that time used asbestos brake shoes, so the same applies for Holden, Ford, Chrysler, BMC etc dealers.

In the 1960s and '70s there were 25-30 VW dealerships in Sydney, depending on the year, and all would have received parts wholesale from the LNC parts distribution centre in North Ryde. These would then have been sold retail by the dealers. There would have been nothing special about the Mosman Service Centre that I am aware of.

LNC Industries lost the Australian VW franchise in 1987, and was liquidated in 1990. Lanock Motors was purchased by the City Ford company, and closed down in 1992, so neither of these businesses exist today.

Sorry, but most of our club members would not have been born during the 1960s air-cooled era, or only children during the '60s and '70s (like me).

Today's Volkswagen distribution and spare parts company, Volkswagen Group Australia, was established in 2001. Any questions on VW matters should be directed to them.

www.volkswagen.com.au

Sorry I can't be of more assistance.

Regards
Phil Matthews
Editor, Club VW Sydney

Dear Phil,

Thank you very much for your prompt response. That is in fact exactly the information I was looking for, I am very glad I reached out to you on a limb.

How lucky we are to have people so interested in their history, it certainly makes my life much easier!

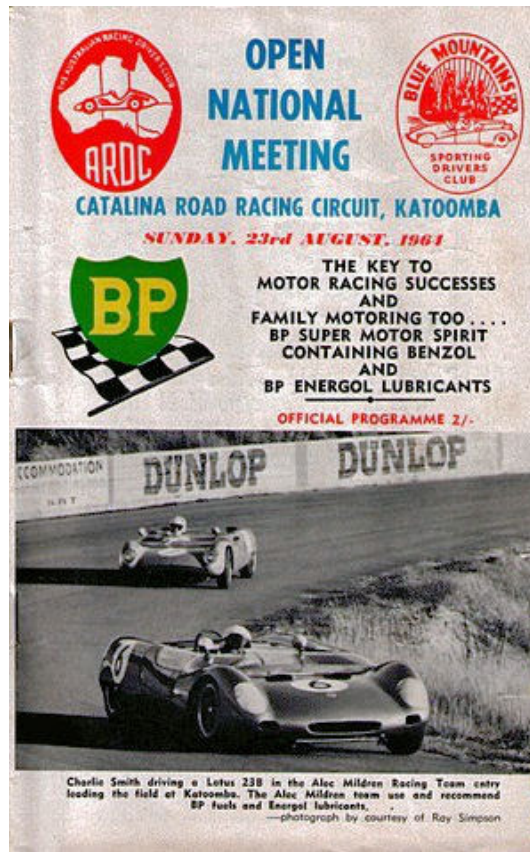
I wish you all the best,

Kind Regards,
Mitchell Hauser | Solicitor
Shine Lawyers

The ghosts of Catalina Park Race Circuit.

Over many years of travelling to the Blue Mountains for day trips, I never once realised that I was within only a few hundred metres from a race track that was prominent in the 1960s and 1970s. It hosted the likes of Leo Geoghegan, Greg Cusack, John Youl, Spencer Martin, Frank Gardner, Kevin Bartlett and Frank Matich in open wheelers, and the Touring Cars of Norm Beechey, Ian Geoghegan, Bob Jane and Niel Allen in their Mustangs taking on Chev Camaros, Holden Monaros and the Minis of Brian Foley and Peter Manton as well as many Lotus Cortinas. It wasn't until my interview with Greg Mackie in June 2015, that I realised the Catalina Race Track in Katoomba ever existed.

I decided to take a run out to Katoomba on Sunday 21 June 2015 to see for myself what I had been missing all those previous years, and to put together a story of a ghost racetrack lost in time, but remains a memory of what once was. I parked my car in the car park behind the Aquatic Centre in Catalina Avenue, and made my way to the race track, entering on the final bend heading toward to Finish line. The track, although



intact around its length, is in a sad state of repairs. Foliage is growing inwards from both sides of the track, slowly swallowing it up, narrowing it down to about a car width in many parts and grass is growing through the middle of the track, making the track look like an unkempt driveway.

I walked around the track with my family, and I covered the 1.3 miles (2.1 km) in just a little over 20 minutes, making my speed just under 4 mph or just a little over 6 km/h. To think that Frank Matich set the first lap record after the circuit opened in 1961 and set an all-time record for the circuit in his Matich SR4 in January 1969, lapped in just 53.4 seconds, an average of 88 mph (141 km/h).

The story of Catalina Raceway goes back to just after WW2, even before it became a racetrack. The original area was known as Davies Paddock. This paddock was owned by Mr Horace Charles Gates, a Katoomba guest-house proprietor. He wanted to convert Davies Paddock

into a theme park. On 14 June, 1948, the lake on the property was converted into a swimming pool by pouring 150 tons of cement to concrete the floor of the lake. However, this was an 'unauthorised building operation' and saw Horace fined £150 (£1 for each ton of cement used) for not obtaining a permit for the works. The Blue Mountains City Council was unanimous



Catalina Park c.1950, Blue Mountains City Library collection

in its decision to support the application for remission of the fine. The Alderman at the time, Frank Walford said, "There has been a cry for a swimming pool in Katoomba for some time. Mr Gates has constructed a pool which will be free to the public. Children and adults are already using this pool for swimming and canoeing, and the Catalina flying boat floating on the lake is attracting large crowds. The city will gain from this park and in the interests of Katoomba, the work on this park should be allowed to continue."

In 1952, the Blue Mountains City Council purchased Catalina Park for £15,000. There was opposition to the purchase of the park with the representative from the Leura Ratepayers Association saying that, "Council should spend more time reducing rates, extending social services, developing existing parks, providing better roads and streets and letting the people get some return for the money they paid out in rates." Alderman Frank Walford told the meeting in the Katoomba Masonic Hall, "A handful of people who lacked vision could not stampede the Blue Mountains City Council into changing its decision to purchase Catalina Park, and Katoomba would have this park whether they liked it or not." Just as a side note, it appears nothing's changed over the years with ratepayers complaining about their councils, and councils telling ratepayers what's good for them.

The Park had attractions including speedboat rides, tearooms, miniature train, Ferris Wheel, merry go-round, swimming pool and a Giggle House where Charlie Chaplin films were being shown. The Park was a big success and Horace added the shell of a Consolidated Catalina PBY-5 flying boat to the attractions. Many people believed the aircraft had flown there, but it had been dismantled and brought to Katoomba by truck, reassembled and anchored to a large concrete block in the lake. This is how Catalina Park got its name - after the name of the aircraft type.

Two shillings was the cost to be taken out to the plane by punt where 'passengers' would board the plane in a tight, stuffy interior and watch a film of a flight over the Sydney area listening to a story of the Catalina while 'taking the controls.' While the film was showing, an assistant would stand on the wing rocking the plane, simulating flight while the speedboat would circle the lake providing waves and engine noise.

As the town grew and the population increased, Catalina Park became run down, its water polluted and its reputation falling out of favour with the locals. The Catalina aircraft, showing signs of age and wear, was pulled up onto the bank of the lake in 1954 and left for the weather and souvenir hunters to take



their toll on the deteriorating airframe. It was sold to Sheffield Welding & Engineering, Auburn NSW, who dismantled it and cut it up for scrap in about 1958.

In 1957, supported by local businessmen, the Blue Mountains Sporting Drivers Club proposed that a Katoomba racing circuit be built in The Gully. The Blue Mountains City Council approved the development and provided the loan and machinery needed to clear The Gully settlement and build the race track and its amenities. By 1959, the shacks of the last Gully residents were demolished to make way for the Catalina Racing Circuit. The racing circuit took three years to complete, and was officially opened 12 February 1961 with Frank Matich, in his Leaton Motors' 2.5 litre Lotus Sports setting the first official lap record of 1 minute, 2.9 seconds.

The 1.3 mile (2.1 kilometres) track is about 30 feet (9 metres) wide, undulates about 150 feet (45 metres) from its lowest point to its highest with the longest straight about half a mile (800 metres) in length. One newspaper report at the time stated, "On the higher part of the circuit are some tricky curves which will keep the drivers on their toes."



Terry Quartley's VW Beetle



Catalina Race Circuit saw its first racing fatality on Sunday 21 January 1962. Jack Meyers, a well-known Sydney racing driver, was leading the race in his Thunderbird at the time when his vehicle went into a broadside skid at Dunlop Corner, crashing into the safety fence and bouncing back onto the track into the oncoming Cooper Climax driven by Ronald Edward Marshall at high speed, causing the Thunderbird to roll and throwing Jack Meyers out of the car. Meyers, who was 44 at the time, died at Blue Mountains Hospital from his injuries.

There were a total of two fatalities at Catalina Race Circuit. Bob Jane survived a massive crash on 7 November 1965 when his number 7 Mustang jumped the Dunlop sleeper fence as it rolled several times before coming to rest. Bob Jane addressed a meeting of the Mustang Owners Club in Melbourne on 20 May 2015 and recalled that famous 1965 Barrel Roll on Dunlop Corner stating, "The car finished the right way up, the windscreen was smashed and one of the Weber carburettors was in my lap on fire," he said. Bob Jane was very fortunate to escape shaken, not stirred, with only a bruised elbow while the car was demolished.

Race meetings were staged by the Australian Racing Drivers Club in association with the Blue Mountains Sporting Drivers Club through to 1969, at which time the ARDC took over the new Amaroo Park circuit.

A race meeting was organised by the BMSDC in January 1970, however the club went into liquidation the

following year. At the time of the circuit's closure, the lap record in January 1969 was credited to Frank Matich (Matich SR4) at 53.4 seconds, an average lap speed of 141 km/h (88 mph). It seemed to be fitting that Frank Matich set the first lap record and the fastest lap record (that stands to this day and will never be beaten) at Catalina Race Circuit.

It was originally used for top level motorsport including touring car, open wheeler, motorcycle and sidecar racing in the 1960s. The mountain location caused problems with fog causing delays in the race programs, and the track was very narrow by today's standards and surrounded by walls, armco railings and hillside. The track became used less with the opening of other circuits nearer to Sydney such as Oran Park and Amaroo Park.

In the 1970s the circuit was used for Rallycross, where the cars would use half the bitumen track and a dirt infield section with jumps, like Motocross. It got big sponsorship and TV coverage from Channel 7, and viewers got to see the fast dirt Beetles of Barry Ferguson, Peter Mill, Ben Seehusen and Chris Heyer beating the Minis and Toranas.



By the 1980s the track was only being used for lap dashes with single cars on the track at one time and was used until the race track gradually wound down its operations and closed in 1992.

At first, the race track seemed a success. Over time however, mist, fog and rain caused recurring problems. Race meetings were cancelled and the club's finances were stretched, and in the end, the track proved a costly venture



The famous Bob Jane Barrel Roll of 1965



The track as it is today



Faded Starting Grid



Very faded BP Super sign on the KLG Straight Fence

and the council loan to construct the circuit was never repaid.

The Gully was declared an Aboriginal Place on 18 May 2002. From the time it was nominated until its declaration as an Aboriginal Place, took only nine months. The Gully in Katoomba became the largest Aboriginal Place in NSW. The Aboriginal Place declaration was warmly welcomed by the Gundungurra and Darug Traditional Owners and was marked by Indigenous and non-Indigenous alike with an official celebration in November 2002.

The anti-clockwise circuit still exists and can only be walked around. However it has deteriorated quite badly with the track being left to the ravages of nature with grass growing through the track surface on what was Lockheed Straight and Dunlop Corner, the wooden barrier fences rotting away but still in place and water seepage has caused part of the track to collapse between Craven A corner and Castrol corner. After completing a couple of laps of the circuit on foot, it was hard to imagine how the race cars of the day could reach the speeds they did and even pass one another on this narrow, winding and undulating track, but it was easy to see how Bob Jane rolled his Mustang or Jack Meyers lost his life on this track.

Either way, it would have been a great experience to see race events at Catalina in its day and hear the thundering

V8s and inline sixes roaring past as they race to take the chequered flag at the BP Finish Line.

Norm Elias



Nature encroaching on the circuit.

Uch's memories.

Hi Norm, nice to meet you last night and thank you for your help with vintage rego.

Looking forward to reading your article (previous pages) about Catalina Park, it should certainly revive some memories for me.

I actually ran some car club events there in the '70s before the circuit closed down and have some fond and not so fond memories of the place.

My initial memories were of watching the Channel 7 Rally Cross telecast and the all conquering giant killing Beetles driven by the likes of Barry Ferguson, Chris Heyer and Peter Mill. It was these VW Legends that inspired me to start rallying.

The circuit itself as I remember was nestled in a valley not far from Katoomba town centre, a peaceful setting until the chequered flag dropped, when the tranquil sounds of bellbirds would be drowned out by revs and even more revs.

It was two circuits in one which followed a natural amphitheatre landscape.

One circuit being all bitumen which by today's standard could only be run if it was a special stage tarmac event and with all the safety gear and officials that go with those events such as FIV vehicles, paramedics, rescue helicopters, GPS tracking as opposed to the one lonely ambulance of the day and the odd fire extinguisher.

The circuit ran in an anti-clockwise direction circuit layout, to the right hand side steep banks with no run off areas, if you survived impact with the banks then the gum trees above the banks would finish you off. To the left, either large trees or a steep embankment that lead into a swamp-like infield, if you were lucky enough to dodge the trees you might drown in the swamp. There was also the odd ribbons of armco around the track, which would have been the preferred contact point if you lost control as opposed to ring barking trees or drowning in the swamp.

And the ultimate challenge if the banks, trees, armco and swamp didn't get you was the last corner before entering the start finish straight called 'The Tunnel of Love', a long sweeping left hander with no run off area and bounded either side by railway sleepers.

I marvel to this day how the Touring car greats of that era, the Geoghegans and Janes raced door handle

to door handle around there and a blown away by the thought of drives like Kevin Bartlett powering open wheeler formula cars around there as well.

That was the standard in those days as Sir Jackie Stewart was quoted to have said, "it was an era when having sex was safe and motor racing was dangerous."



The second circuit and my favourite was the rallycross circuit which diverted off the start finish straight onto dirt, had a series of bends, jumps, water splash and then finished with The Tunnel of Love - a real challenge when running on rally rubber and a joy if you love over steer and what rally driver doesn't.

I have attached a couple of pics. The first is my 1st rally car a '72 Superbug exiting the Tunnel of Love during a rally cross sprint event.

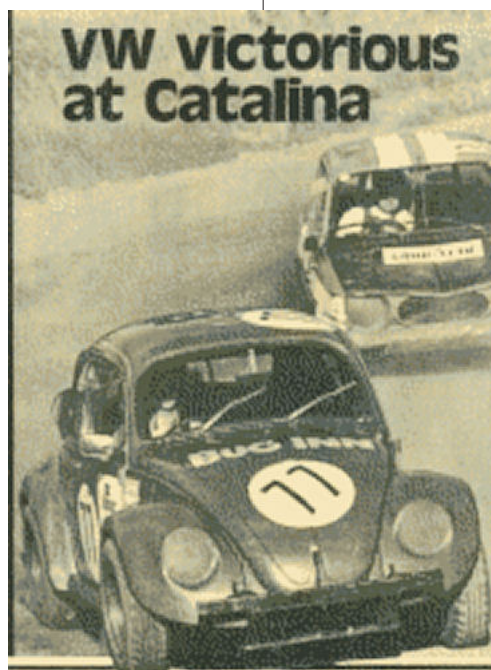
The second is the last run of the day when I overshot the right hander coming off the straight onto the dirt and have evidence of the solitary ambulance in attendance.

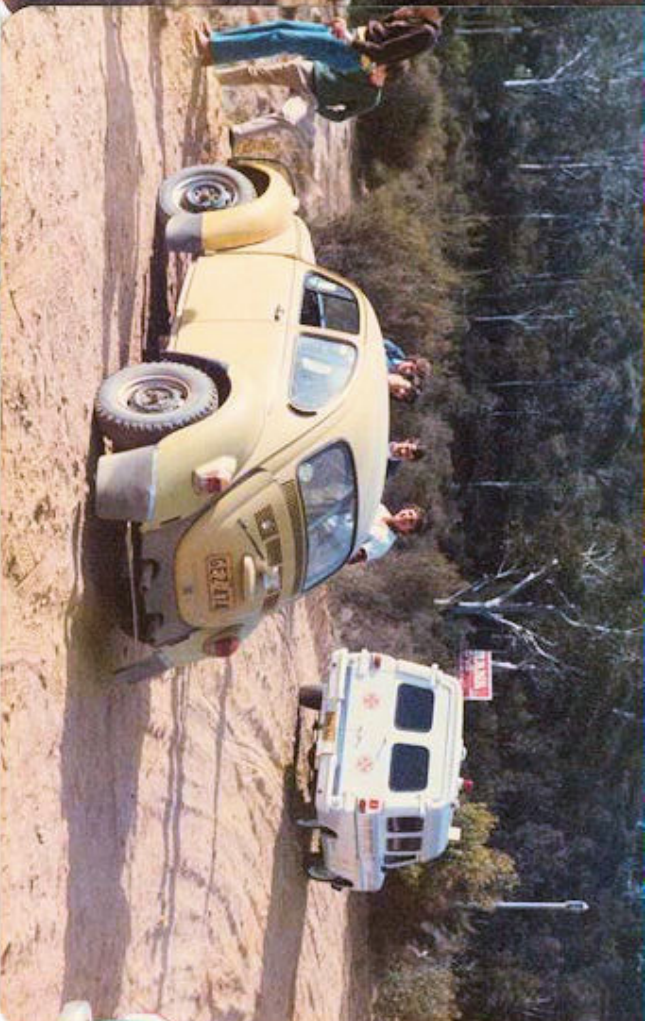
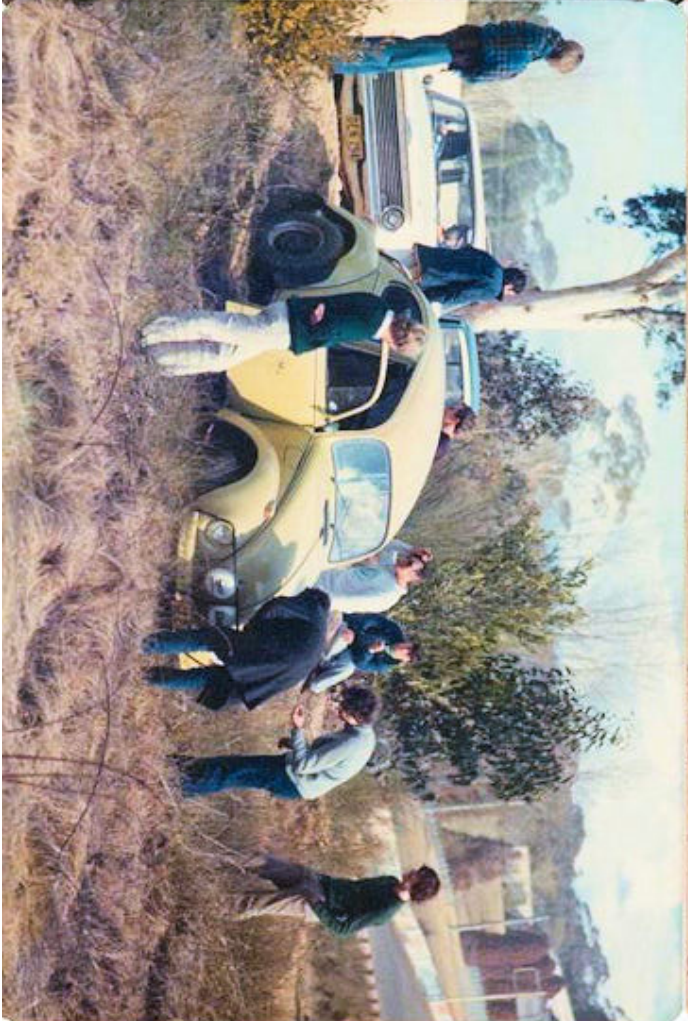
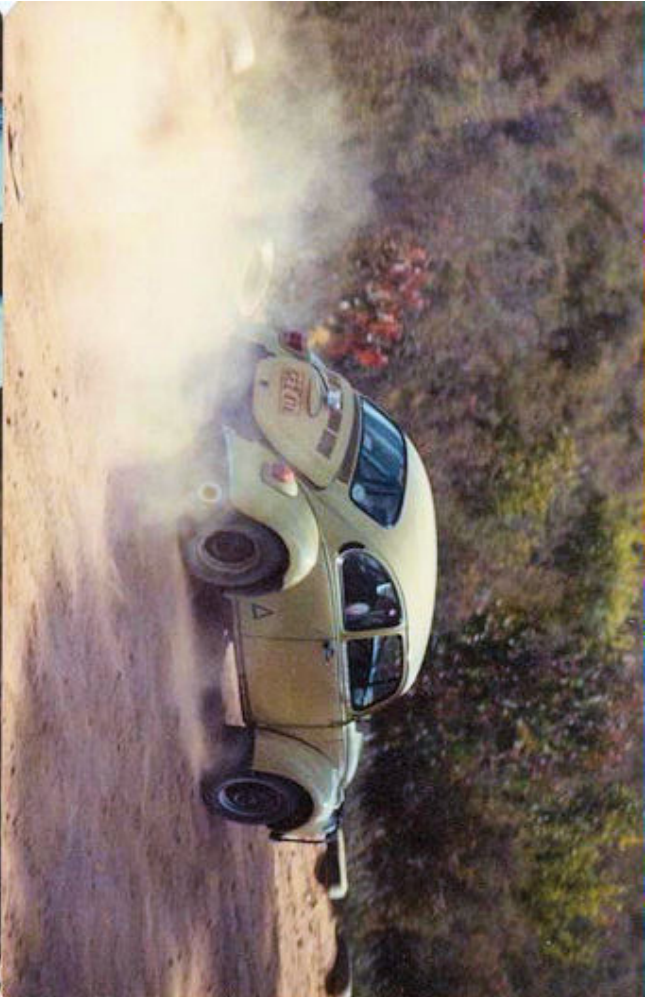
See if you can spot Steve Carter with the cool mullet and the flared jeans and an even cooler Eileen Carter (with blanky) and with the never out of place Farah Fawcett blow wave reviewing the crash scene.

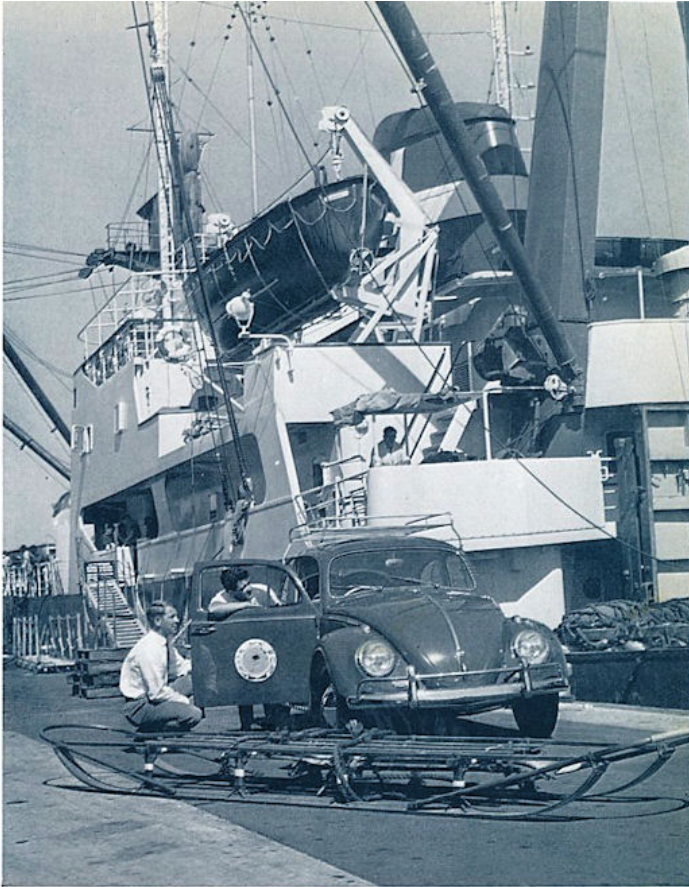
Cant wait to read your article. Any more planned for Amaroo, Silverdale Hill Climb, or Oran Park? (may they R.I.P)

Regards

Uch Perazza
uchperazza@gmail.com







Before the Volkswagen was loaded onto the "Nella Dan" Officer-in-Charge of the Mawson base, Mr. Raymond McMahon (left) examined it carefully. The Volkswagen will haul sledges similar to the one in the foreground

"Indeed for me it was a memorable day with you and Phil," Ray emailed Norm a few days later. "I just loved the enthusiasm you both have for the humble VW, let alone the connection you now have with the Antarctica One story.

"Sandra was more than happy that I have now overcome my intense disappointment with the owner of a certain retail shop in Vienna, and have my own model of the Red Terror.

"Thanks again for your efforts in recognising the importance to me of this model and acquiring it for me. The personal presentation was the cream on the cake.

"Cheers for now, Ray."

A good story doesn't end so soon, and Ray was soon in touch again about the photo (left) that we reproduced in the June magazine – that of Ray with Antarctica 1 on the docks at Port Melbourne, just prior to loading and shipping to Mawson. It was originally published in the German in-house magazine, 'VW Information', in 1963.

"G'Day Phil," Ray emailed, "I have delayed this reply email to you whilst awaiting some feedback from a friend and colleague as to the photograph of the VW on the wharf at Melbourne.

"I could not remember all the details of this photo being taken, but after talking with my friend Alan Moore, who is the person leaning on the door frame whilst I am crouching down, we believe it had to have been taken by a VW representative. As you can see the number plate had not as yet been affixed to the car. I remembered that the car was delivered by VW to South Wharf a day or so prior to the ship's departure, and was garaged in one of the sheds prior to being loaded aboard. It was during this time the rego plates were fitted, and I believe they were fitted by one of my mechanics, this I will confirm this coming Friday as I will be meeting Ken Shennan for our Annual Midwinter's Day Reunion."

We later sent Ray a high-resolution scan of the relevant page and photo, plus as he requested, a reversed copy of the famous Red Terror with Penguins photo. It had been reversed many years ago, probably by VW's US advertising agency, and showed the car LHD. Of course it was actually an Australian RHD Volkswagen. See the June issue for what it should look like!

Fake Red Terrors.

In the June issue of Zeitschrift we told the tale of former Antarctic scientist, Ray McMahon. He was the man responsible for taking the red Volkswagen 'Antarctica 1' to the Mawson base in 1963-64, where it served the Australian scientists faithfully for a whole year.

It's one of the most famous of all the Australian Volkswagen stories, told all over the world and bringing fame to both the Australian VW concern, and the Australian scientists at Mawson. It's no coincidence that VW Australia's highest-selling sales year of the air-cooled era was 1964, the year Antarctica 1 ('the Red Terror') returned from its service at Mawson.

The car later found additional fame by winning the 1964 BP Rally of Victoria outright, in the hands of rally driver Ray Christie, and a whole new series of ads. The tale of Antarctica 1 was recorded in the American VW history book, 'Small Wonder', written by Walter Henry Nelson.

As you remember, our secretary Norm Elias managed to source an example of the high-quality 1/43-scale Antarctica 1 model, produced by VW Germany's Lifestyle department, and normally only available in Europe. We flew to Melbourne in April and, with great pleasure, presented Ray with the model.

Ray was delighted with his model. No one in the whole world deserved one more than the man who actually took the original to Antarctica!



We initially thought this photo-reversal was a one-off, a simple flipping to 'improve' the layout or show the car in a more familiar layout for American eyes. But – after looking again at some of the most famous VW Antarctica 1 ads of the time, we realised that Volkswagen of America not only changed Australian photos – they created entirely fake Red Terrors for their own ads!

Firstly, let's recognise the REAL Red Terror, the ruby red Australian Beetle that was Antarctica 1 as created by Ray McMahon. Most of the official photos of the car at Mawson in 1963-64 were taken by Geoff Merrill, the official ANARE photographer. On the left are a couple of photos of the real thing; see also June 2015 issue. Examine it closely.

Now this car has a few distinguishing features. Firstly the number plate, which was custom-made of aluminium and fitted by VWA at the Melbourne docks as described by Ray. The plate had a thin black border line, with ANTARCTICA in an all-caps font, and a distinctive '1' with large serifs – that is, the angle at the top and the blocky rectangle at the bottom. Any time you see a plate that does NOT look like the one on the opposite page, you know it's a fake.

The other distinguishing feature is the roof rack. VW Australasia fitted the standard VW Approved Accessory roof rack (VA219), which was steel tube with four mounting legs, parallel side bars with turn-back ends, two upper cross bars, and seven perfectly straight cross bars for the load (late '60s ones had six cross members). You can see it in the photo – count the seven floor bars. See also page 31 of June 2015.

Now the first ad we see is the famous 'First car on the bottom of the world' ad. In 1985 we used that image on the very first cover of 'Zeitschrift', as well as on our first sloppy joes. This one is an American ad – the heading font is 'straight up' Futura, while Australian ads had a 'leaning' font for the headings. Look at the Aussie ad on the inside back cover to see what I mean. The car's number plate looks fine – but look closely at the roof rack! The horizontal bars are not straight – they have little dips down on both sides. There are also only five cross members, not seven.

That car is a fake – it's not the real Antarctica 1! For whatever reason, it must have been created by the US VW advertising agency, DDB.

This is even more obvious when you look at this second Antarctica 1 ad from the USA. Firstly, the picture is upside down (ie 'down under'). But if you turn the page upside down, you'll see the photo is also reversed – the number plate is backwards, and the car appears left-hand-drive. Maybe to make it seem familiar to US readers?

But that aside, look closer. The car has American-spec sealed beam headlights, not the bulb and fluted lens of the Aussie cars. And look at the roof rack! It has ten wooden slats, mounted



lengthways! The background is also unlike Mawson – it shows a cleaving glacier and peaky rocks rather than the ice plateau of Mawson. It's obviously a fake, probably shot in Alaska with a US-spec Beetle.

Only the Australian Antarctica 1 ads can be considered genuine. Check out the following issues of Zeitschrift to see some – Oct '09; July '12, June '15 and page 39 of this issue – as well as www.clubvw.org.au/antarctic-vws

Phil Matthews



Crankshaft Basics 4.

Be sure to read Crank basics 1, 2 & 3 (See Nov '14, Apr '15 and Jul '15 - Ed.)

The crankshaft goes down to the magnaflux shop bare. That's so they can peer down into the Woodruff keyways and the bottom of the groove for the circlip and, most important on a Chinese crankshaft, into the groove between the pulley hub and the #4 main bearing. That's because on Chinese crankshafts this groove has square corners, whereas it's a smoothly radiused curve on real crankshafts. The snap-ring groove on Chinese crankshafts also wanders around a bit.

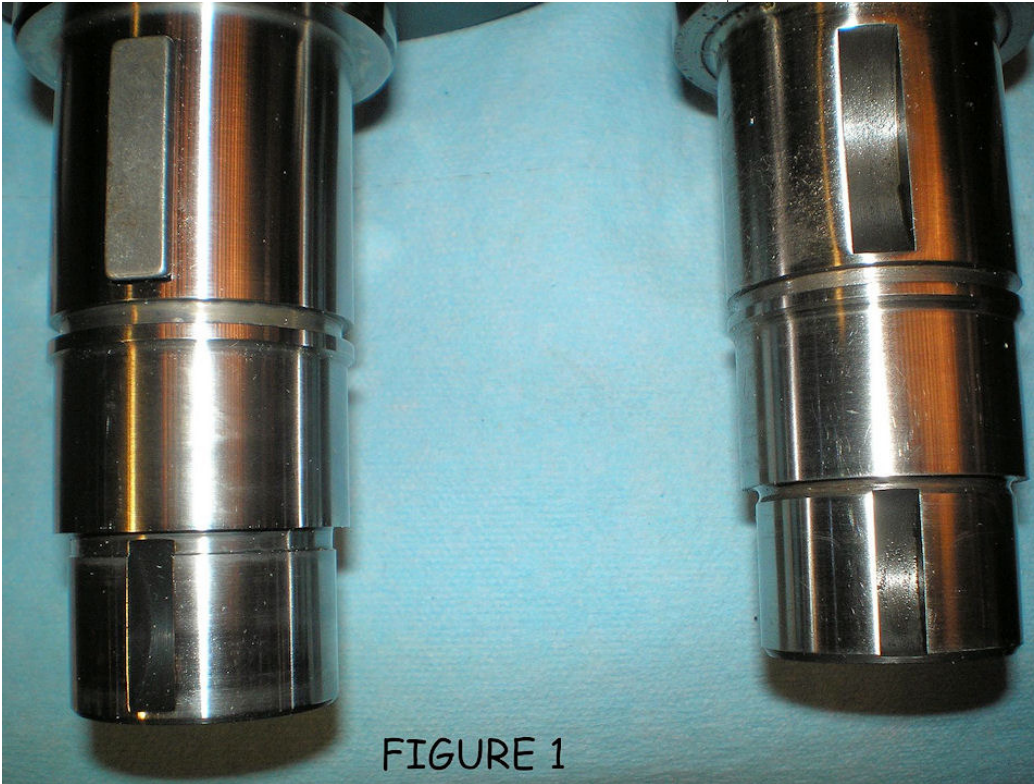


FIGURE 1

If you look closely, Fig 1 will give you some idea of what I'm talking about. That's a Chinese stroker on the left (of course :-)) and a stock German crankshaft on the right.

But the scary bit is the square corners in the groove behind the pulley hub (Fig 2). Square corners act as stress concentration points and standard manufacturing practice, especially with hardened, high-alloy steels, is to avoid them. Figure 3 is a close-up of the German crank for comparison

After the crank comes back from the NDT shop, assuming it's usable, the next step is to have it balanced. Which isn't to say it isn't already balanced. But proper balancing calls for the crankshaft to be spun-up with all of its attachments. That means we have

to assemble the crankshaft, except for bearings, torque everything to spec and deliver it to the balance shop.

The first step in assembling the crankshaft is to install the large Woodruff key, then the cam's driver-gear, a spacer, the distributor's bevel gear and the snap-ring that prevents the world from coming to an end.

The steel driver gear and brass bevel gear are a shrink fit to the crankshaft, meaning we have to heat them. The spec calls them to be heated to 80 C. Everyone uses an oxy torch and gets them hotter of course, assuming that if a little heat is good, a lot of heat is better. It's not, but there you are.

Figure 4 on the next page shows a very plebeian method of properly heating your gears. Put about three inches of water in the big can, the gears in the small can, then spoon in enough lard to cover the gears. (The curiously bent wire is how you retrieve them.) Put the can full of gears into the water and put the big can on a stove and bring the water to a boil. Let it simmer for about twenty minutes then carry the whole shebang over to the bench holding the crankshaft, fish out the cam gear, slide it on (bevel toward the flywheel, please) and seat it with a few carefully aimed blows using a brass drift. Slide on the spacer then fish out the scroll gear and slide it on. Get rid of your tin cans and boiling water and install the snap-ring.

I dunno why the thought of using lard makes so many people laugh. If you got something against pigs you can use salad oil.

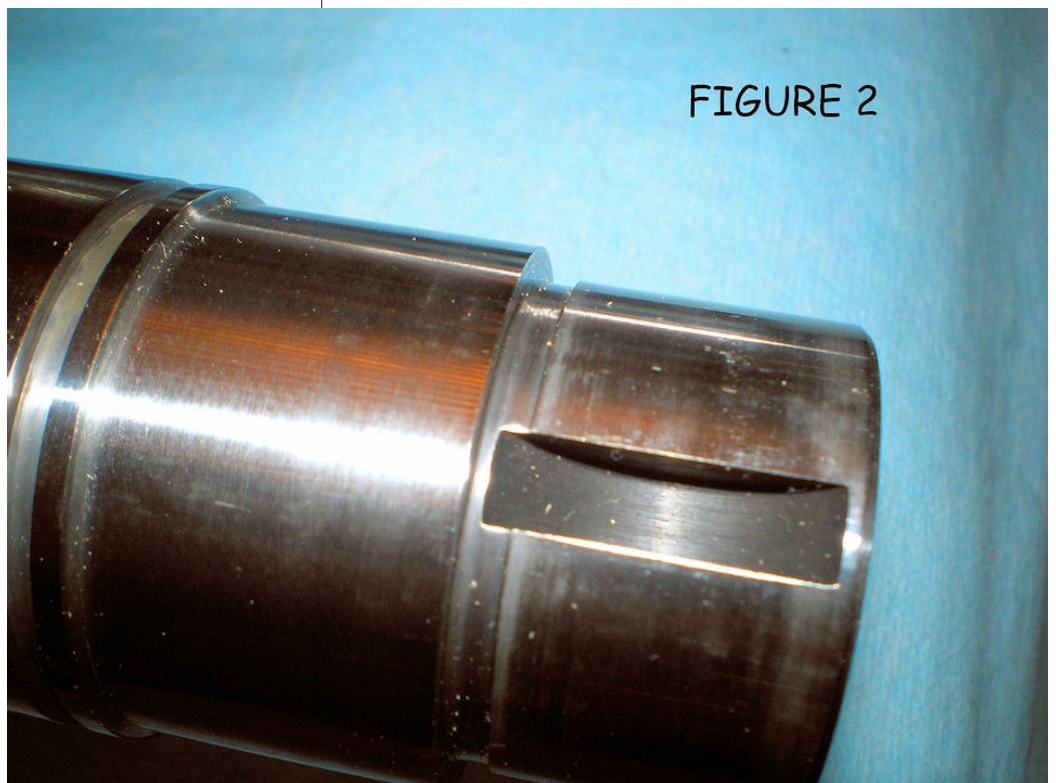
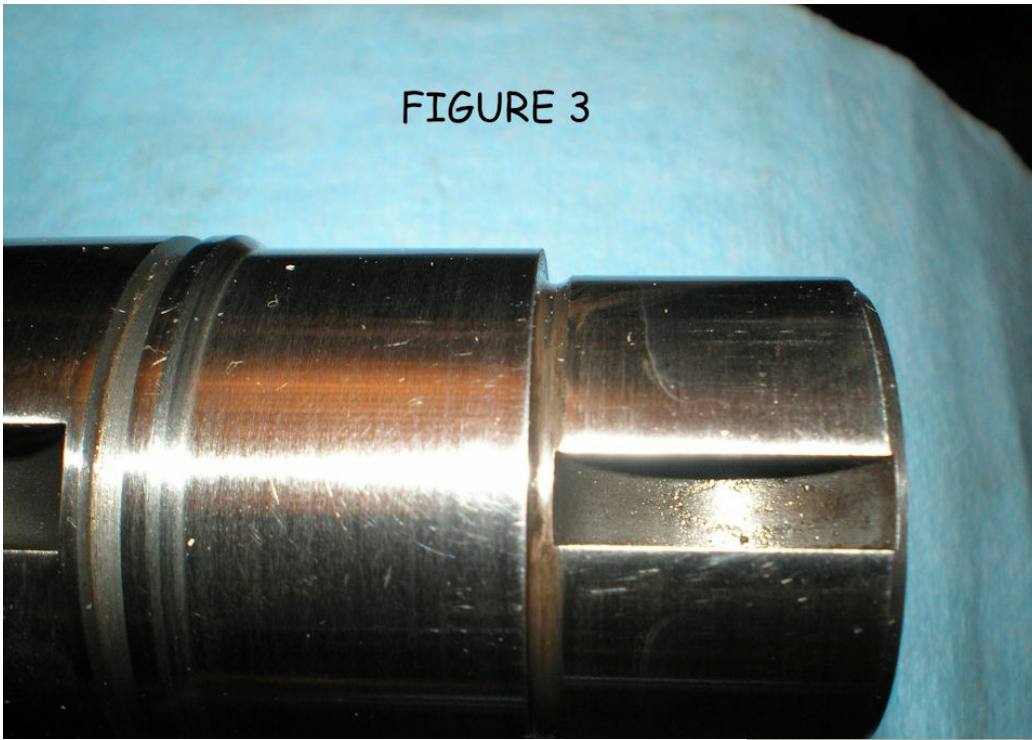


FIGURE 2

FIGURE 3



welding glove over them, carry the block over to the bench and install them. The block of aluminium will keep the gears hot for about ten minutes.

No aluminium? Then use steel.

No metal at all? So use a brick, fer crysakes. And if you don't have a brick, use a pie-pan filled with sand. Or rocks. Or whatever else that can serve as a thermal mass.

Or motor oil. The idea of the water is that it has a high specific heat – it will keep the parts hot while you carry them back & forth. Plus you can do all your heating with a 'hobo' stove and two charcoal briquettes - or a camp-fire, if it comes down to it. The key is that you need a pretty good heat sink, because the minute you remove the gears from the heat they start to cool off. The shade-tree types solve the problem by heating the gear to the point where the steel changes colour - along with its physical properties.

You don't have to ruin your cam gear by overheating the poor thing. It slips on just fine if heated to the specified temperature, assuming it's actually at that temperature when you slide the thing on.

When I start assembling a crankshaft I put the gears atop a big hunk of aluminium (Fig 5), pop them into a little oven I've got out in the shop and set the dial to '200' (which is as low as it goes). When I'm ready for the gears I drape a



FIGURE 5

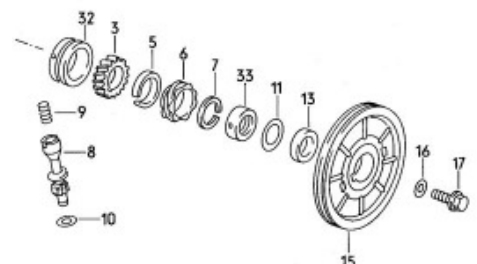
And about here you'll see that lard (or whatever oil you prefer) and a coffee can of boiling water isn't quite as funny as it seems.

Once you've got your gears installed you can assemble whatever else goes on your particular crankshaft.

Bob Hoover



FIGURE 4





A funny thing happened...

...on the way home from the Club VW AGM in July. 3 Canberrans made their way up to Sydney for the Thursday night meeting, travelling in 2 cars - Mandy in her Beetle, and I travelled with Rhiannon in her Scirocco. We stayed overnight after the meeting and planned to head back Friday morning - Rhiannon and I left at 7am, and Mandy was leaving a bit later.

Rhiannon and I were doing well time-wise and had planned a stop along the highway. We passed Pheasants Nest, rounded a few bends, and came to a sudden stop in traffic. Here we were, 110 km/h zone, and no one moving; the highway was totally clogged with traffic. There we sat...and sat...and sat. I sent a message to Mandy advising her of the problem and she made some alternate route arrangements. We were stuck near Mittagong, it was 3 degrees outside and we had plenty of time to wander around outside and take in the scenery....as did many people.



We had no idea how long we were going to be sitting there. I was quite surprised at the amount of people who stayed in their cars with the engines running and the lights on. We heard on the radio there was apparently 30 km of traffic backed up along the Hume highway but no mention of the cause. After 2 hours of sitting, the traffic started to crawl, barely at 5 kays. One car in front of us was abandoned on the right hand lane which caused some fun. After some driving we found the issue - snow had blocked the Hume - we progressed very slowly and you could feel the tyres slipping under the ice. We passed a dozer that had been clearing the lanes, there was evidence of people playing on the side of the road and we even

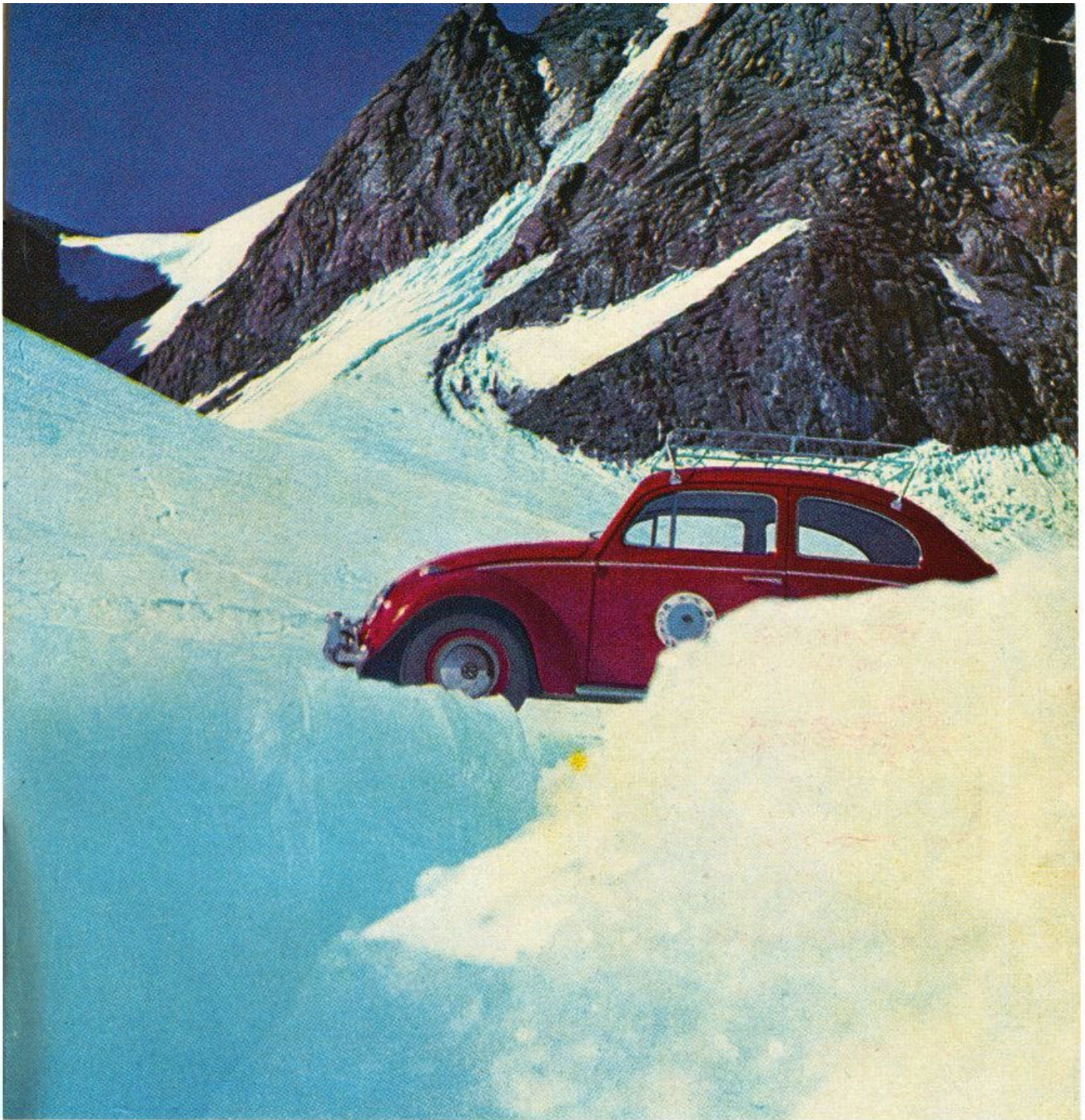


passed a snowman in the median strip.

The snow cleared and we were back at speed. We lost around 3 hours in the trip but people in front of us would have lost a lot more. That was an AGM we won't forget!

Bruce





VW7873

Official photograph Australian National Antarctic Research Expedition

What car broke the ice in Antarctica?

Do we have to name it?

Does any other car have the Volkswagen's talent for taking on tough jobs, and getting them done?

Like crawling across an Antarctic crevasse.

Or climbing mountains of frozen snow.

Or cruising across the polar ice-cap.

Or just plain giving. The VW is the first sedan car ever to crack Antarctica, which adds up to this: when you're looking over a new car, think of those miles of ice like broken glass, and ask yourself

some questions.

Could the suspension handle it?

Could the body take it?

Would the engine take it?

Will the car you're considering give you the strength and stamina and sense we build into the VW?

Or the special pleasure you get from driving one?

Will it give you the Volkswagen's low repair bills at high mileages?

And still look and act young at 100,000?

We build a lot of things into the VW you don't get in some cars cost-

ing over £1000.

Things like an automatic choke and heater/demisters.

All for way under £1000.

At £849 tax paid, no other car offers you this combination of real value, reliability and stamina.

Talk it over while you're taking that five-mile test drive.

VW Sedan — £849 tax paid.



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