

Zeitschrift



Vale Dean Jones (Jim Douglas) - 1931-2015

October 2015

IN THIS ISSUE:

The VW EPA controversy
Shannons Eastern Creek
A Golf in the Shitbox Rally
Ben's 1957 Oval

VW wins Rally Australia
Burwood Spring Festival
The Boatswagen
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.



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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*.

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

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 Marouzi

SAHARA BECK

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



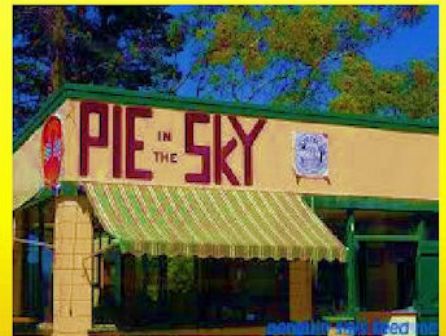
ATTEND THE CONVOY & GET A FREE GA TICKET
TO THE FESTIVAL ON SATURDAY NOV 14

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!!!

MELBOURNE



Jacky Plaid Tartan is the fashion this year!



GTI DAY OF THE **VOLKSWAGEN**

SUNDAY 15TH NOVEMBER 2015 YARRA GLEN RACECOURSE

YARRA GLEN RACECOURSE Armstrong Grove, Yarra Glen (Mel. Ref. 275 C1). Public Entry 9am, Trade Display and Swap Site Entry 8am.
Show and Shine Entries Close 11am sharp. NO DOGS OR BBQ'S PERMITTED ON THE VENUE GROUNDS.

It's on again!

Boris' VW Picnic Day & Swap Meet 2015

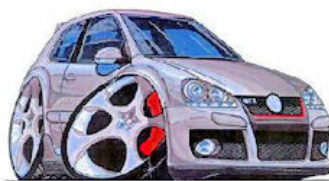
***** SAME GREAT VENUE THIS YEAR *****

When: From 9:00am Sunday 22nd November 2015

Where: Cook Park at Dolls Point, right beside Botany Bay.

Enter via the end of Sandringham Street at the south end of the park. Stop right beside the sea shore.

- Come rain or shine!
- Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.
- Car Display (no judging or trophies)
- VW Swap Meet - clean out your garage!
- Toilets on site.
- \$5 general entry. \$10 for swappers.
- All VWs welcome - air and water-cooled, old and new.
- Polish your VW for the early summer and have a fantastic day!



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Von dem Herrn Präsident.

Well, with president Steve, vice-president Dave and several of the other committee guys away racing VWs at Warwick this long weekend, I'll fill in with a quick Editor's report.

With springtime now here and the weather warming up, the events calendar is getting busy. Last month we had two events on the same weekend (19-20 September) – the German Auto Display in Canberra, and the Burwood Festival in Sydney. There's a Burwood report in this issue but Bruce has missed the deadline this time, so there'll be Canberra reports next month.

On the long weekend (just finished as I type this), we have the drags in Warwick in QLD, as I mentioned, and also the Hubertus Oktoberfest. There will be reports on both of them in next month's issue – hopefully also a report on the Sawtell weekend of last month. It is good to see the Hubertus Oktoberfest back as a VW event, after a break of a couple of years and a change of ownership at that club. It's now owned by the Blacktown Workers Club, who made a reasonable fist of organising the Oktoberfest but there are a number of things they will need to improve for next year. More next month.

Next Saturday 10th October is a major promotional opportunity for our club, the Bondi Kombi Convoy. This has been organised by some local businesses to support the Beachfest and the 'Mike Love' Beach Boys concert in November. Kombis are invited to meet near North Sydney Oval at 10am and cruise in convoy to Bondi Beach. See the flyer for more info.

I have already been involved in some promotion for this event; my Kombi was in a photo shoot at Bondi last Thursday for the local newspaper (the Wentworth Courier), and then on Saturday at an all-day promotion at Randwick Racecourse. Public reception was great. The organisers are hoping for 30 Kombis on the day, but I suspect (and hope) there will be rather more. So if you have a Kombi (any age), don't miss this one. All entries will get a free ticket to the festival.

Jeff and Susan will be running the Pie in the Sky Cruise on Sunday 8th November. Meet at Swane's Nursery at Dural from 10am for coffees, then later cruise to Pie in the Sky at Cowan for lunch. There will be trophies and lucky door prizes for the entrants. Last year it was great first event, so hopefully this year will be bigger and better.

Later in November is the Day of the VW in Melbourne, for those who want to make the trip to Victoria, and then on Sunday 22nd Boris' Picnic Day is on again. Check the flyers for more info.

And then in December we have the Club Xmas Party at the Greyhound Club, on Thursday 17th. This is a chance to unwind and enjoy the season's festivities with you fellow VW owners. Food and drink will be provided, as well as Christine's giant Xmas raffle. Don't forget to bring a wrapped present, to the value of about \$5, to gain free drink vouchers and a free raffle ticket.

I normally get about 75% of the magazine done several weeks before the closeoff, and this month was no different. However as Lily and I were away on our school holidays road trip to Coonabarabran last week, the VW diesel US EPA test

scandal news broke, soon followed by the resignation of VW Germany boss Martin Winterkorn. This was pretty major news, so I didn't want to leave it until next month. I had to make a few last minute changes and drop a couple of articles to make room for the story.

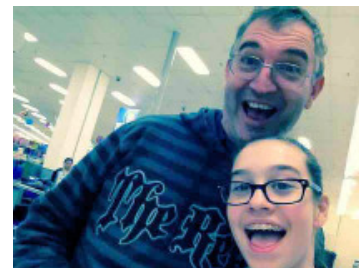
It's been a pretty serious affair from what I have read, and each days brings new developments. Just this morning I read that VW has suspended all local sales of the affected 2.0-litre diesel engine vehicles. A pity, as VW was heading towards a record sales year this year.

It's probably only a coincidence, but it comes at the same time that VW Australia's boss, John White, has resigned to return to his home in Canada. We have been sending Mr White a free copy of this magazine every month for the several years he has been here, but sadly we have never heard back from him in any way. He never once corresponded with us, nor has he attended any VW club event – not even the VW Nationals. Previous VW bosses Anke Koeckler, and Jutta Dierks before her, both came to various events. I am hoping that new VW Australia boss Michael Bartsch will be more receptive, supportive and communicative with us, seeing as we spend our hobby and leisure time promoting their product!

The year is rapidly drawing to a close, and seems to have been busier than ever. I am looking forward to some spare time over the Xmas-New Year break to get some projects done at home! It seems there just aren't enough days in the week at the moment.

See you at an event soon.

Phil Matthews



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.**

October.

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.



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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 nibbly 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.

February.

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

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

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

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

Marktplatz.

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

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

Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

New Ads.

For Sale:- Original 1975 VW Beetle 1303 Karmann Cabriolet. German VW factory built. Left factory 27 January 1975, originally delivered to Japan, imported to Australia early 2000. Registration until Dec 2015. Included in sale are



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For Sale:- Seats from Golf 1998 Mk3 GL. All offers considered. For all enquiries or more information please contact Paul Newton on 0419 400522 any time, or email pnewton@tech2u.com.au

Wanted:- Hi, does any body know what **after market front seats** will fit a 1976 Kombi? It is complete except for front seats, or does anybody have some for sale? If you can help, please contact Bob and Jenny White on (02) 4730 4863, or 0419 437132, or email rwjwhite@bigpond.com

For Sale:- 1962 Volkswagen Beetle Year:1962 Model: Beetle Classic Number of cylinders: 4 Mileage:28,785 original Transmission: Manual Engine:1200 Body type:Sedan Exterior Grey. Rego expires:11 May 2016 Has been converted to 12 volts. Inherited from grandmother who didn't

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2nd Month 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

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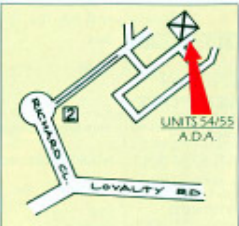
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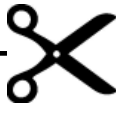
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Dean Jones dies at 84.

The US actor Dean Jones, best known for his starring role in Disney's *The Love Bug*, has died at the age of 84. He died in Los Angeles on 1st September of complications related to Parkinson's disease.

He performed as a TV and theatre actor, but his career was defined by Hollywood, appearing in 46 films, including 10 for Disney.

He was one of Disney's major stars of the 1960s and 1970s, appearing in *That Darn Cat!*, *Herbie Goes to Monte Carlo*, and *Beethoven*. But it was 1969's *The Love Bug*, in which he played a struggling racing driver named Jim Douglas who acquires a Volkswagen named Herbie that shows human traits, was arguably his most successful film.



Jones was proud of the family-friendly entertainment that was his hallmark.

"I see something in them that is pure form. Just entertainment. No preaching," he once told the *Los Angeles Times*.

"We're always looking for social significance, but maybe people just like to be entertained."

British screenwriter and director Edgar Wright was among those who paid tribute to the star: "RIP Dean Jones. Hoping you ride Herbie into Valhalla," he tweeted.

Originally from Alabama, Jones was born in 1931 and began his performing career as a singer in a New Orleans nightclub. After university, he spent four years in the Navy and served in the Korean War before signing a contract with MGM.

After an unremarkable start to his movie career - including a small, but notable, role in the 1957 Elvis Presley film *Jailhouse Rock* - he turned to Broadway, making his debut in 1960 opposite Jane Fonda in *There Was a Little Girl*.

He went on to receive critical acclaim for his role in *Under the Yum Yum Tree* on stage, which was later adapted for the big screen - also starring Jones.

Screen success followed with *That Darn Cat!* - with Jones playing an FBI agent opposite Hayley Mills - *Any*

Wednesday (with Fonda again), *Monkeys*, *Go Home!* and then, in 1969, *The Love Bug* alongside Buddy Hackett, Michele Lee, David Tomlinson, Joe Flynn, Benson Fong - and of course Herbie, the white 1963 VW Bug with a mind of his own. *The Love Bug* was the highest-grossing film of 1969.

Jones made a memorable - if short-lived - return to the stage in the lead role of Robert, in Stephen Sondheim's classic Broadway musical *Company*. He withdrew from the 1970 production after just two weeks, citing family problems, but remains on the Grammy-winning album.

Dean Jones did not have the lead role in the second *Love Bug* film, 1974's *Herbie Rides Again*; that was taken by Ken Berry, alongside Stephanie Powers and Helen Hayes. However Jones returned to the Jim Douglas role in 1977's *Herbie Goes to Monte Carlo*, this time alongside Don Knotts. Jones had no role in 1980's *Herbie Goes Bananas*, the last of the original *Love Bug* big screen films.

However Jones continued playing Jim Douglas alongside Herbie in the short-lived Disney series for TV, called *Herbie the Matchmaker*, which appeared in 1982. Only 5 episodes were made before it was cancelled. Jones' last appearance as Jim Douglas was a small cameo role in the 1997 TV remake of *The Love Bug* - the one featuring Horace the Hate Bug. Jones was not involved in the 2005 Lindsay Lohan movie *Herbie: Fully Loaded*, the final film of the franchise.

As a Disney favourite, Dean Jones earned a spot in the Disney Legends Hall of Fame in 1995. He was happy to make appearances at various US VW meetings where original or restored Herbies were on display, and often signed his name on the Herbie cars' glovebox lids.

He worked regularly into his 70s, appearing in films including 1992 comedy *Beethoven*, *Other People's Money* (1991) and alongside Harrison Ford in *Clear and Present Danger*. His last film was *Mandie and the Secret Tunnel* in 2009.

Both actress Martha Plimpton and Glee star Darren Criss paid tribute on Twitter by posting his performance of the song *Being Alive* in *Company*. "In loving memory of Dean Jones- for those of you unfamiliar treat yourself with this iconic, breathtaking vocal perf," tweeted Criss. "The greatest. Rest in peace, Dean Jones," wrote Plimpton.

With the passing of Dean Jones, Michele Lee (Carol) is now the only surviving star of the *Love Bug*'s cast. Joe Flynn (Havershaw) died in 1974; Benson Fong (Mr Wu) in 1987; David Tomlinson (Thorndike) in 2000; and Buddy Hackett (Tennessee) in 2003.

Dean Jones is survived by his wife of 42 years, Lory, their three children, and grandchildren.



T6 Australian latest.

The first details of the new-generation Volkswagen T6 model range for Australia - which incorporates the Transporter van along with the Caravelle and Multivan people movers - have been revealed.

There will be some change to the ranges, but local buyers aren't likely to be shocked by the options on offer.

All T6 models will be offered with 2.0-litre four-cylinder turbo diesel engines only, as is the case with the current T5 range. No petrol versions will be sold in Australia.

Nothing is confirmed yet, but it seems likely that there will be a few engines to be offered by Volkswagen Australia in the Transporter range.

The TDI350 version will produce 110 kW and 350Nm, and it will be available with a six-speed manual or seven-speed dual-clutch automatic in front-wheel drive only. That engine has the same power output as the current best-seller, the TDI340, but with 10 Nm more torque. The fuel use is expected to drop notably, too (exact figures to be confirmed).

A gruntier TDI450 option pumps out 150 kW and 450Nm, again with a six-speed manual or seven-speed dual-clutch, but with 4Motion all-wheel drive as an option. It replaces the 132 kW/400 Nm model currently available, and again, fuel use should drop markedly.



A low-spec TDI250 tune with 75 kW/250 Nm that comes only with a five-speed manual may be considered as a price leader for the Transporter to compete with the likes of the base model Renault Trafic. Volkswagen currently offers a version of that engine in the TDI250 Runner as a price-leader, at \$32,990 plus on-road costs.

Expect the same array of body styles that are currently available, including short-wheelbase van, long-wheelbase van, crew van with five or six seats, single-cab-chassis and dual-cab-chassis.

The van range should continue to be available with three roof heights available - low roof: 1410mm of load height; mid roof: 1635mm of load height; high roof: 1940mm of load height.



While it's unclear whether all models will be sold with a standard bulkhead partition between the load area and the cockpit, the short-wheelbase model offers 2324 mm of load floor length to the bulkhead and its cargo capacity remains at 5.8 cubic metres with the low roof and 6.7 m3 with the mid roof.

The long-wheelbase version has the same amount of room as before, with total cargo of 6.7 m3 with the low roof and 7.8 m3 with the mid height roof.

The high roof model is only available as a long-wheelbase model, and it offers a huge 9.3 m3 of space. According to Volkswagen Australia the new T6 model will be an ideal upgrade for existing T5 owners because they can shift their existing fittings to the new model with ease. The T6 is built on the same platform as the current T5.

The nine-seat Caravelle model is expected to take the lower-tuned TDI350 engine with front-wheel drive and a standard DSG auto, though all-wheel drive may be offered at some point, too. That model currently sells at \$50,690 plus on-road costs.

The seven-seat Multivan model currently runs from \$49,990 to \$60,990 for the Comfortline and is priced between \$73,990 and \$77,990 for the Highline version - and it is possible there will be a couple of new models added to the range.

The entry-level version should remain as the Comfortline, probably with the TDI350 engine, while the Highline is expected to come with the TDI450 engine and the option of all-wheel drive. Expect all Multivans to be offered solely with the

DSG auto gearboxes.

Volkswagen Australia is also expected to offer a long-wheelbase version of the Multivan, which span 400 millimetres longer than the standard versions (at 5406 mm). That length is only available in Comfortline specification, and according to information handed out at the launch the LWB models aren't available with curtain airbag protection where SWB models are.

As for new models, it is almost certain Volkswagen Australia will sell the eye-catching, heritage-focused two-tone Generation Six passenger model, which blends some funky retro cues with a number of flagship features. There could be a new luxury-focused model at the top of the range - the Multivan Business.

This six-seat Multivan model features a pair of seats in the rear instead of the standard three-seat bench. The back-row chairs feature electric adjustment, a refrigerator and cup holders in the chest between, and a car-phone that uses a Bluetooth-tethered smartphone as its anchor.

The Business has leather trim throughout, and the back seats have cushioned head restraints for snoozing.

As for ownership, Volkswagen Australia has not made any announcements surrounding its warranty or capped-price servicing programs for the new models. However, it's worth noting that commercial van rivals such as Renault offer 12-month/30,000km service intervals and five-year/200,000km warranties.

Stay tuned for full pricing and specifications for the Australian 2016 T6 Transporter, Caravelle and Multivan ranges as the local launch approaches.

New SUVs for Australia.

Go where the growth is - that's the clear objective for Volkswagen Australia, with the brand confirming it will offer a range of new SUVs in the coming years as the high-riding models reach new heights in terms of local popularity.

The SUV segment is up 13.8 per cent over 2014, and so far this year SUVs have accounted for 34.5 per cent of all vehicles sold in Australia. It's clear from the numbers, though, that Volkswagen hasn't been enjoying as much success in that segment of the market as it could be if it had more models available.

VW has only two proper SUVs in its ranks - the Golf-based Tiguan and the much larger Touareg - and while the bigger model has seen solid sales growth on the back of a recent upgrade (1,346 sales for the first six months, up 56.0 per cent; the smaller Tiguan is down 4.2 per cent in a part of the market that is up a staggering 23.3 per cent (3,526 sales YTD).

That segment is officially known as Small SUVs according to the Federal Chamber of Automotive Industries' data, and while the Tiguan blurs the lines between small and medium, there are newcomers that are kicking plenty of goals in the city-friendly crossover class, such as the Honda HR-V (5,191 sales since February) and Mazda CX-3 (4,281 sales since March).

With an all-new Tiguan expected to be revealed later this year before going on sale in Australia in 2016, Volkswagen should be able to boost its SUV sales significantly - particularly given the new model will be offered in both five- and seven-seat body styles. Being larger than the current Tiguan, it's more likely to sit in the Medium SUV segment, though.

Volkswagen Group Australia managing director John White said at the launch of the new Skoda Fabia that Volkswagen looks forward to offering Australian buyers more choice.

"The Tiguan will have what we call a 'normal' wheelbase, which is longer than the current generation of Tiguan, and it will have a longer wheelbase optional seven-seat, similar to what [will happen with] Skoda," White said.



So what about a smaller SUV? Hopes were previously raised about the Up!-based Taigun, but like the Up! sedan it wasn't suitable for Australia, according to VW.

According to White, there's another SUV that will sit below the new-generation Tiguan and will likely compete with the current crop of small SUVs such as the aforementioned HR-V and CX-3, along with the Peugeot 2008 and Renault Captur, and the soon-to-arrive Suzuki Vitara, Fiat 500X and Jeep Renegade.

"Under [Tiguan] we're looking at something," White said, going as far as to suggest that it's unavoidable for a major manufacturer to not have an offering in that segment. "[The new small SUV] hasn't been announced yet, but obviously we need to come down to a smaller size, different segment."

But White also suggested there's a gap to be filled above the Tiguan but below the Touareg, albeit by a model that will appeal more to certain buyers after something stylish rather than highly functional.

"Then we'll have that Cross Coupe, which we showed I think in Shanghai two years ago. That's going to be the more luxury derivative," he said, but he didn't offer any suggestion on when we may see such a car in Aussie showrooms.

The Cross Coupe model has been presaged by a number of showcars over the past few years. It was first seen in concept guise as the CrossCoupe in 2011, then as the CrossBlue Coupe in 2013 (twice!), then again at the Detroit show in 2015 as the Cross Coupe GTE.

White suggested that while the more purpose-built SUVs are still a way off, VW's wagon-based rugged models will fill some gaps.

"On the car-side we've got the Golf Alltrack and the next-generation Passat Alltrack. We're also attacking that segment with the Alltrack-style vehicles," he said.



As for the Cross models in Europe such as the CrossPolo and CrossGolf which are essentially the production hatchback with some flared guards, body cladding, a marginally higher ride height and chunkier tyres - White made no comment on offering those sorts of vehicles locally.

In the past, the Australian VW company has put a cross through any such models, and it seems that's likely to remain the case.

One Alltrack-like model that White has ruled out for Australia categorically - if it's built - is the Beetle Dune, a high-riding, rough-and-tumble wannabe off-road version of the current Beetle. It was shown in concept guise at the Detroit motor show in 2014,

When asked if VW would consider offering the Beetle Dune for Australia, White said: "Not on my watch".

Golf R wagon for Australia.

The Volkswagen Golf R Wagon will cost \$58,990 plus on-road costs when it arrives in Australia next month.

Volkswagen Australia will offer the Golf R Wagon in limited numbers, and has confirmed each one will arrive here with a special Wolfsburg Edition package that adds a host of unique styling and specification features.

A Wolfsburg Edition of the Golf R hatch will also arrive at the same time, scoring the same equipment enhancements as the wagon for \$56,990 - making it \$1750 more than the regular Golf R hatch.

Key specification highlights of the Golf R Wolfsburg Edition variants include 19-inch black Pretoria alloy wheels, black door mirror covers (with matching roof rails for the wagon), Wolfsburg crest badging and Carbon Nappa leather upholstery with heated front seats.

Standard safety and convenience features include adaptive cruise control, front assist with city emergency braking, proactive occupant protection system, and blind spot monitor with rear traffic alert.

Wolfsburg Edition models are available in one of three colours: Lapiz Blue metallic, Limestone Grey metallic, and the exclusive Oryx White pearl.

The only option available is a panoramic electric glass sunroof at \$1850.

Both the hatch and wagon are powered by Volkswagen's

familiar 206 kW/380 Nm 2.0-litre four-cylinder turbocharged petrol engine, and accelerate from 0-100 km/h in 5.0 and 5.1 seconds respectively. They are both equipped with a six-speed DSG dual-clutch automatic transmission and the brand's 4Motion all-wheel-drive system.

As model year 2016 vehicles, both also get the Discover Media satellite navigation system with 16.5-cm touchscreen display and App-Connect USB interface for Apple CarPlay, Android Auto and MirrorLink that was announced for the regular Golf R at the beginning of this month.

The Wolfsburg Edition Golf R and Golf R Wagon are available to order now from VW dealers across the country. Updated MY16 vehicles from the regular Golf and Golf Wagon ranges started arriving in showrooms earlier this month.

T6 hybrids ready.

The new-generation Volkswagen T6 model range could be sold with a hybrid drivetrain at a moments' notice if there was demand for it, according to insiders.



At the launch of the new-generation Volkswagen T6 models, which includes the Transporter commercial van and the Caravelle and Multivan people mover models, it was confirmed that a hybrid powertrain is already developed and ready to be implemented.

But while there are no problem fitting in any batteries or additional electric motors, there could be an issue finding buyers who want such a thing, according to Volkswagen in Germany.

Gisela Golling, head of systems and functions at Volkswagen Commercial Vehicles, said the T6 was developed as a hybrid-ready model, but the time isn't right to launch such a drivetrain in the vehicle.

"I think hybrid is a thing which depends on the customer," Golling said. "We have to have a big market for hybrids, then we can offer a hybrid."

"We've got our chefs in the kitchen, we've got something which we can put in if we want to do it, but it depends on the customer [and] when he wants to have it," she said.

"If we have the customers we can do it. We're able to do it," she reaffirmed, although there was no specific



mention of what hybrid system Golling was talking about.

However, she gave a clue that it could be either from the all-electric Volkswagen e-Golf, or the petrol-electric plug-in hybrid drivetrain seen in the Golf GTE and the Passat GTE.

The plug-in system pairs a turbocharged 110 kW/250 Nm 1.4-litre four-cylinder petrol engine with a 75 kW/330 Nm electric motor, which combine to produce 150 kW of power and 350 Nm of torque in the Golf GTE. The Passat gets a higher tune, with 160 kW/400 Nm. In the Golf, fuel use is claimed at 1.5 litres per 100 kilometres; the Passat claims 2.0 L/100 km.

"We can put it in if we need, yeah," she said. "That's possible."

Volkswagen Commercial Vehicles press manager Andreas Gottland, said that pricing was the main thing holding potential buyers back at this stage.

"It's a very price-sensitive segment, especially in Europe, the commercial vehicle segment, and so the price is mainly the decision making tool for our customers," he said.

"So when they don't see there is a commercial use, in terms of their total cost of ownership, then it's very hard to sell that. But yes we could do this easily," he said of offering such a model in the range.

"The systems are all there and they're already tested, already with our customers as you know, especially in Europe. And we have to see what is the request.

"You see how big or how small the request is in terms of hybrids and in terms of pure electric cars at the moment, because of that price difference, and at the end someone has to pay the price," he said.

Golling suggested that ever-tightening emissions regulations could eventually play a part in forcing the hand of the German brand, although there is European talk of a revised consumption cycle test that better mimics everyday driver behaviours.

"Now we use a very easy driving cycle. People say that they want to be nearer as the customer with the driving cycle, so that's a proposal," Golling said, indicating that a decision is likely before 2019.

"I think it's similar to the American testing cycle," she said, referencing the regime used in the US which is far more akin to how many drivers spend their days behind the wheel.

"I think we will see it in 2020 or 2021, we don't know when it comes. There are many discussions what the routes will be."

Golf TCR.

While a production version of Volkswagen's Golf R 400 concept remains hotly anticipated, here's something else to drool over: the Golf TCR racing prototype.

Here's the basic specs: 243 kW and 410 Nm of torque, front-wheel-drive (yes, front-wheel-drive), an enhanced six-speed DSG transmission and... look, loads of other track-specific tweaks.



The Golf TCR concept looks familiar, wearing most of the Golf's body, the Golf R's tail lamps and a version of its front bumper design, but that's about where the obvious similarities end.

Don't be fooled, though: this racer really did begin life as something that could become a grocery-getting Golf, but Volkswagen's motorsports arm - in partnership with Seat's sports outfit - has saved it from such a fate.

That proto-production status means we're talking customer racing, specifically in the new TCR International Series, which focuses on 'C-category' tin-top racing.

VW Motorsport boss Jost Capito, previously the head of Ford's performance division, reckons the TCR category holds huge promise for customer racing, and that's why Volkswagen has produced this prototype.

"With exciting races, production-based technology and reasonable costs, it offers a new outlook for private racing teams," Capito says.

Power in the Golf TCR is provided by a tuned version of the Golf R's 2.0 litre turbocharged four, while a set of 18-inch racing wheels and a broader track called for a body-widening kit that added a whopping 400 mm to the hatch's waist.

Inside, there's a full cage and racing steering wheel, a solitary racing seat and, as you'd expect, very little else.

For now, the Golf TCR is purely an evaluation unit, but Capito says it's no mere concept. This thing is just about ready to land in privateer team garages, pending approval from the accountants and top brass (mostly the accountants.)

If the word is given, ready racers could have their hands on the Golf TCR as early as next year, although fans will get a squiz sooner than that, thanks to a partnership with Liqui Moly Team Engstler that will see the prototype



compete in the final four race weekends of the 2015 season.

When it hits the track, the Golf TCR will face off against a field that includes rivals based on the Honda Civic, Opel Astra, Ford Focus and stablemate the Seat Leon.

In 2016, that will expand to include a special privately prepared front-wheel-drive version of the WRX STI. Maybe others, too.

Golf sets US economy record.

A Volkswagen Golf TDI has set a new fuel economy record by visiting all 48 contiguous US states, consuming less than 385 litres of diesel along the way.



During the 13,250.5 kilometre journey through each of the lower 48 states - in other words, every one except Alaska and Hawaii - the 112kW 2.0-litre turbo-diesel Golf drank an average of 2.9 L/100 km. In terms of fuel, the 16 day journey cost a mere US\$294.98 (\$A397.64).

Under the US Environmental Protection Agency's testing cycle, the 112 kW Golf TDI has a highway fuel economy rating of 5.22 L/100km (45 US mpg).

According to Volkswagen of America, the only changes to vehicle were the fitment of Goodyear Assurance Fuel Max tyres, a Linear Logic ScanGauge II to measure fuel economy and a Garmin GPS that conforms to Guinness World Records' tracking requirements.

The Golf TDI was piloted by automotive writer Wayne Gerdes, a well-known advocate of hyper-mileing, and Bob Winger, an electronic engineer. Together Gerdes and Winger set a new Guinness World Record for 'Lowest Fuel Consumption - 48 US Contiguous States for a Non-Hybrid Car'.

Gerdes and Winger's trip around the United States began and ended at the Volkswagen of America's headquarters in Herndon, Virginia.

Gerdes was also responsible for the previous record of 3.01 L/100km,

which was set in a turbo-diesel variant of the larger American Passat in 2013.

Both attempts have notched up better fuel economy figures than the current record around the lower 48 in a hybrid car of 3.16 L/100km.

VW V-Charge auto parking.

Volkswagen is building on its autonomous parking technology with the unveiling this week of the new V-Charge project.

Developed together with Bosch and a group of international universities, V-Charge partners remote self-parking technology with a wireless charging system for electric vehicles.

As with other experimental 'valet' parking systems, V-Charge allows vehicle occupants to be dropped at the entrance to a shopping centre before commanding the car to find itself a parking space - and to return when summoned.

A three-dimensional map of the participating centre's parking garage is sent to the vehicle upon entry - which means that GPS is not required - and this is teamed with camera systems to help the car find its way while avoiding obstacles and potential collisions.

In the case of Volkswagen's V-Charge, the system also enables a suitably equipped electric vehicle to locate a space with wireless charging available, negating the need for the driver to manually connect it to a corded station.

This also means that while owners don't need to connect the vehicle themselves, other vehicles can easily take over the wireless charging space once it has been autonomously vacated by the fully charged car of the previous user.

Importantly, Volkswagen says the system is based entirely on technologies available today, meaning that on a technical level, we could see these systems in place very soon.

On a realistic level, however, we shouldn't expect to see this sort of innovation in public spaces anytime soon. Until legislation catches up with advancements in autonomous driving, you'll be walking to and from your car for a while to come.





John White to depart.

Volkswagen Australia managing director John White (above) will retire after about two-and-a-half years in the hot seat, effective October 30.

His replacement is a familiar face to the local automotive scene, former Porsche Cars Australia sales and marketing director Michael Bartsch (below).

White leaves Volkswagen in good shape in Australia, with the company consistently posting record sales numbers this year. To the end of June, VW had sold 32,010 vehicles, up 12.1 per cent. VW has been Australia's eighth top-selling brand since 2011, but is now hot on the heels of Nissan (32,950).

White has previously indicated a desire to get VW into the nation's top-five, an ambition reflected for instance in the aggressive range of product upgrades announced out of nowhere last month that took many in the industry by surprise.

White also placed emphasis on building out Volkswagen's service infrastructure, after the company experienced a few years of strong sales growth. He previously acknowledged that the sales side grew faster than the after-sales side of the business, reflected in negative customer satisfaction scores in key surveys. While the VW dealer body has expanded considerably over the past few years, there are still no VW dealers in Sydney's

Bankstown-Canterbury, Hurstville, inner City or Eastern Suburbs areas, for example. Some large country regions have recently regained a VW dealer for the first time since the 1970s, but other large population centres such as Shellharbour, Albury, Ballina, Queanbeyan, Goulburn, Armidale and Broken Hill are still waiting.

White has previously said, "Anybody can just crank

sales up, but you've got to be able to take care of your customers, and that's one of the things that happened to us. We grew really fast and the infrastructure at one point didn't keep up. Now its keeping up, we've got huge investment being made and a very well-defined service strategy."

White was a former president and CEO of VW Group Canada. White is taking early retirement and returning to his native Canada for "family reasons."

Bartsch, an Australian, joins Volkswagen's local arm after a high profile decade-long stint in the US, where he served first as executive vice-president and COO of Porsche Cars North America, and recently as the vice-president of Infiniti America — that company's key market.

Bartsch left that post after about 18-months in February this year "to pursue other interests." The move came shortly after Infiniti's worldwide president Johan de Nysschen left to run Cadillac.

Bartsch's return to his native Australia comes about two years after he was signposted to come back home to run Porsche Cars Australia. PCA named Bartsch as its managing director in May 2013, however he subsequently elected to remain in the US and was subsequently hired to lead Infiniti in the United States and Canada.

Before Canadian John White, VW Group Australia's previous bosses have been Germans Anke Koeckler and Jutta Dierks, and Brit Peter Nochar. Previous importers Inchcape/TKM have also had British bosses, including Maurice Rourke, Ewan Ramsay and Peter Nochar. Mr Bartsch becomes the first Australian to head VW Australia since Peter Sturrock (TKM) in the early 1990s, and before him, Jim Richardson (briefly), and Doug Donaldson in the 1960s, '70s and early '80s (LNC Industries).



White and Bartsch will commence a handover of responsibilities during October with Mr White concluding his duties with Volkswagen Group Australia on October 30.

Club Veedub welcomes Michael Bartsch to the helm of Volkswagen Australia, and hope we can continue the excellent relationship between us under his watch.



in Australia, sealing an incredible weekend for the team, while Julien Ingrassia also claimed the Co-drivers' title.

Ogier on top of the world...again

Ogier joins an elite class of triple champions. Juha Kankkunen, Tommi Mäkinen, Sébastien Loeb...and now Sébastien Ogier. These are the only four men in World Rally Championship history to have reached the heights of three world titles, with only three of those drivers managing three in a row.

To say that Ogier has been the class of the field in 2015 would be a gross understatement. Hampered by the 2015 rules that see the championship leader run

first on the road for the first two days of the rally, Ogier has kept his head down, kept his focus - and an incredible third title is his reward.

And as if the win and the title in Australia weren't enough, this weekend Ogier quietly became the second most successful WRC driver of all time, slipping ahead of Marcus Grönholm in the all-time winners' list with the 31st victory of his career

On the three rallies that Sébastien Ogier hasn't won in 2015, his Volkswagen team-mate Jari-Matti Latvala has taken the spoils twice, with the pair's efforts seeing Volkswagen take their third Manufacturers' title in the three years since they debuted in the World Rally Championship. Hyundai, M-Sport and Citroën have a long winter ahead of them to work out how to beat the all-conquering German squad.

Rally Australia was one of the best fights we've seen all year in the WRC, with four different drivers leading the rally at various points. Dani Sordo was the initial pacesetter on Friday, taking three stage wins on his Australian debut, while Jari-Matti Latvala, Kris Meeke and Sébastien Ogier all took turns at the top of the timing boards. By Stage 10, the top five drivers were separated by just 9.3 seconds - although that gap increased as Ogier put the gas down.

Jari-Matti Latvala has run Ogier close all season, and it

Volkswagen wins Rally Australia - again.

With another dominant display 'down under', Volkswagen has just secured their third World Rally Championship in a row. The Polo WRC's champion driver Sébastien Ogier has become just the fourth man in WRC history to claim three titles after a stunning drive to victory at Rally Australia, in Coffs Harbour.

Ogier emerged from a tight fight with Volkswagen team-mates Jari-Matti Latvala and Andreas Mikkelsen, as well as Citroën's Kris Meeke and Hyundai's Hayden Paddon, to claim his seventh win of the season and secure title number three with three rounds still to go.

"This is the best season that I've ever done," said an emotional Ogier after celebrating on the roof of his Volkswagen Polo R WRC. "No mistakes, so many great performances and I think this one...it's the most difficult rally to open the road on, and still we managed to win it, so it's the perfect way to get the third world title."

Fellow VW driver Latvala ended the rally in second, 12.3 seconds behind Ogier, with Meeke third, Mikkelsen fourth - although the Norwegian would have completed a VW one-two-three had he not received a 10-second penalty for a late check-in - and Paddon an impressive fifth.

M-Sport's Ott Tänak was sixth, followed by the Hyundais of Thierry Neuville and early rally leader Dani Sordo, the other M-Sport Ford Fiesta RS WRC of Elfyn Evans and the Citroën DS 3 WRC of Stéphane Lefebvre, who was standing in for Mads Østberg.

Ogier and Latvala's efforts in the championship this season helped Volkswagen secure their third straight Manufacturers' title



was once again the Volkswagen with the number two on the door that gave Ogier the most problems at Rally Australia. Sadly, we're going to have to wait another season to see if Latvala can put together an Ogier-besting championship season - but it's an exciting prospect...

Fighting to keep his Citroën seat for 2016, Kris Meeke needed to turn his raw pace into points in Rally Australia after a difficult run of results recently. The Northern Irishman did just that, throttling back when he needed to, throttling back when it was sensible, and claiming his second podium of the season - the first being his unexpected victory in Argentina.

In a bizarre and frightening incident, Citroën's Mads Østberg's rally was over before it even began, with the Norwegian hospitalised after hitting a truck that had managed to get onto one of the stages during the recce.

With Østberg suffering damaged ribs, Frenchman Stéphane Lefebvre, brought to Australia only to do the recce, was given the nod to drive Østberg's DS 3 after his first run in a top-level WRC car last time out in Rally Germany. Wearing Kris Meeke's co-driver Paul Nagle's overalls, Lefebvre drove a sensible rally, overcoming broken suspension to finish tenth.



and Australia, while VW #2 Latvala won in Portugal and Finland. Three of the rallies (Monte Carlo, Portugal and Germany) have finished VW 1-2-3. Only the Rally Argentina has spoiled a perfect record, when no VW made the podium.

Only three rounds remain - Tour de Corse (France) on 2-4 October; Catalunya (Spain) on 23-25 October, and finally the Welsh Rally (UK) on 13-15 November. The Volkswagen team will be looking to finish these just as strongly as they did in Australia.



And with Citroën team principal Yves Matton set to make his decision soon on his driver line-up for 2016, Østberg will be hoping that Lefebvre doesn't get too comfortable in his car...

With Dani Sordo acknowledged as a tarmac expert, his Hyundai stable-mate Hayden Paddon was promoted to the top team alongside Thierry Neuville for the gravel of Rally Australia. Sordo's three stage wins on Friday morning were an impressive rebuttal, but mechanical problems eventually saw the Spaniard drop down the order, while Paddon again showed a great turn of speed to finish fifth.

Rally Australia was the 10th rally of the 2015 season so far, and Volkswagen's champion team has won nine of them. VW #1 Ogier won in Monte Carlo, Sweden, Mexico, Italy, Poland, Germany





Shannons Classic at Eastern Creek. Sunday 16 August.

After an event last year that was pretty much rained completely out, this year's Shannons Sydney Classic at Eastern Creek saw fine and sunny weather all day, and an excellent VW turnout.

2015 was both the 30th birthday for Club VW, and would have been the 60th birthday of our predecessor club, the VW Club of NSW. We had sent the CMC some information on this at the start of the year, and were looking forward to a mention on the day.

Unfortunately on arrival, we discovered that there was no mention of these anniversaries in the CMC's show guide (included in the show bag for all entrants). We also discovered that this year we were to be parked way over on the other side of the facility, behind and beside the large grandstand in the 'backwater' part of the show.

I got turned around at the usual southern entry gates, on the south side of the track near the dragway, and told to drive back out and way around the other side. As I was heading back out I got SMS messages to that effect from both Jeff and Norm, who had already arrived to discover the same

thing.

We had to drive around past the ARDC office and the roundabout, and up Peter Brock Drive almost to the go-kart track before entering. Then back down a very rough track to the back of the grandstand, and across a gravel patch to a grassy hillock against the fence. We had 20 VW spots allocated, but it looked like it was going to be a tight fit!

We were able to park in two rows, and got everyone in – even Beetles and Kombis were able to park together. We were next to the Holden EK-FC club, in front of the 'hot Fords' and opposite the Vauxhalls. It was cosy, but a

long way from most of the show on the other side of the track – where we usually are.

Brian was there in his Golf, and immediately had difficulties with his wheelchair on the grass and gravel surfaces at our location. He needed a strong push to get up the gravel to the toilets, and we discovered there was no food at all on our side of the track – unless you like coffee and/or gelato.





To get to the show proper you needed to walk up under the grandstand, down the stairs and across the track via the tunnel, then up the stairs on the other side. This was impossible for Brian. I did the walk several times through the day, and found the crowds much higher on the far side. As you would expect, not where we were.



I enjoyed a ride around the track in the double-decker bus, and the automobilia toys, books, magazines and products for sale in the pit garages. Ken had his Superbug on display in the Concours, lined up with the other beautiful machines beside the main straight. I understand he later won 2nd Prize for Best Original – well done Ken.



I walked up to what was our normal display space up on the skid-pan, where we have been for the last four or five years at least, and found most of the usual clubs in the same spots as usual. But our normal spot was allocated to the Classic and Vintage VW Club! I was not even aware that this club was still going. The CMC must have gotten the two VW clubs mixed up (!) I was at their spot at 9:30am, and again just after 11am. At both times there was not a single vehicle from that club there. Not one.



Anyway our time to do the track cruise came just after lunch. It was fun to drive around the Eastern Creek track, and we were able to do two complete laps.



It was a very enjoyable day and we did get some passers-by at our section later in the afternoon. The CMC usually does such a fantastic job of organising. But it was very disappointing this year to be shunted over to the backwater section, with no wheelchair access or food or drink. We are endeavouring to find out from the CMC how and why some clubs get the same prime spots year after year, and we don't – stay tuned.

Phil Matthews



Burwood Spring Festival. Sunday 20 Sept.

It was a smaller turnout than usual at this year's Burwood Spring Festival. Our club had booked a number of Volkswagen spaces for the classic car display, but steady drizzle through the day ended up keeping most people away.

The only VWs in the end were Wayne in his blue Kombi and his folks Laurie and Gwen in their grey Beetle, and Jeff in his orange Superbug. Lily wasn't feeling well so Phil stayed home with her.



It was still a good day. Wayne won another trophy for his beautiful Kombi.

Jeff Swords



A VW Golf in the Shitbox Rally.

The Shitbox Rally is not a race. Rather, a challenge. One must achieve the seemingly impossible: take a car worth less than \$1000 across the most remote and dangerous roads in the country; all to raise money for Cancer research. But the challenge doesn't start there - you need to have raised a minimum of \$4000 through your own ingenuity and precipitation out of your forehead and under your armpits.

It's a preview to what you will experience in the desert for a week, in a car with no air conditioning, changing tyre after tyre and spinning spanner after spanner to help your teammates, and most importantly: the cause.

The name, as light hearted as those who choose to partake, sums up one of the most adventurous, witty and, shall we say, "character building exercises" I've ever experienced... more than once. In fact, I am now a part of the furniture in the Support Crew. But this year in the vast plains of the Simpson Desert somewhere between Canberra and Townsville I fell in love...with a 1977 Volkswagen Golf GLD called "Otto."

On the shores of Lake Burley Griffin in Canberra the fresh morning was greeting a carpark of colourful characters and even more colourful cars. It was there I spotted a gigantic golf ball. This was attached to the roof of Otto and he stood out of the crowd of 220 pieces of junk with pride. He stood tall on raised suspension but most of all he stood proud with what made him special: a car with character ...and a very smoky diesel engine! Actually I'd met the owners before on an online Rally forum, donated them \$20 with a note saying "Support 12 wants your car!". The response was less than positive with the father & son team, adamant they would do whatever it took to make sure their little rusty gem got home.

As the first day always does, it lulls you into a false sense of security. The easy 400 km drive to Hay in NSW was all tarmac. You think to yourself, "how hard can this be?"

Well, you're wrong. Very, very wrong. Though the first night at Hay was stunning, greeted with the best roast a man

could want and a 15 minute fireworks display. Why the fireworks? The locals had hosted the rally before, and appreciated the money brought into their community.

One of the best bi-products of the Shitbox Rally (SBR in short): Drag Queens. That's right, 500 drag queens. See - I told you day one lulled you into a false sense of security!

Priscilla was the theme for day 2, how else do you dress when you hit the road to the famous town used in the 1994 classic? But the day wasn't all jokes. A Peugeot 404 ended up on my trailer 100 km out of Hay with a seized water pump. But, as I arrived at the fuel station in Broken Hill I noticed Otto on the back of Support 2's Landcruiser. Broken Hearted in Broken Hill I was, my love was seemingly dead. None-the-less, as the sun set in Silverton, we celebrated and toasted all the Mums lost to cancer on Mother's Day. A touching and warming sentiment at the gateway of the Simpson Desert.



As the sun rose, so did my spirits. The smell of diesel and the recognisable chatter of a Golf outside my swag woke me immediately. Overnight, the little Golf was fixed - a blocked breather hose was causing oil overrun, meaning the car was running uncontrollably on its own engine oil.

We hit the long, treacherous road to Maree SA. That day we almost used every trailer. I even had an early '90s E-Class Mercedes with a smashed out sump on the back of mine.

Day 4 was Octoberfest, so, naturally I dressed in my beer wench outfit and jumped in my truck. We finally met the famous Birdsville Track. If you've ever Googled this track it speaks of concerning things like "sand dunes" "heavy rocks" "well prepared 4x4 vehicles" and "certain death if you're unprepared."

It was a stunning day, and just like the one preceding it, a challenge. That day a local Canberra team ended up on my trailer after bottoming out their low slung Nissan Exa "sports car." Many sumps, gearbox casings, exhausts and fuel tanks were repaired that night when we arrived in Birdsville. I also set a world record for buying the most expensive Banana at \$6. But most importantly Otto rolled into town, unharmed and still running like clockwork.

Possibly the windiest place on earth is



Birdsville in early May. Day 5 was so windy that the cooling fins on my driving lights were humming like harmonicas. I was unable to open the door of the truck and I'm pretty sure I ingested enough sand to rebuild the pyramids.

We were on route to Boulia, QLD. But before we left I made sure that I tasted the local curried camel pie, it was delicious. We hit the dirt again and discovered some of the most beautiful scenery I've ever seen, where rich ochres meet green gums..and dirt meets tarmac again! Oh! and a little Golf parked in the camping ground.

The final day was met with mixed emotions. We were on route to the finish line in Townsville and the charity auction at the end. A trip like this is hard to get to the end of, but one thing made it easier. After an easy drive into the Townsville Jupiters and a celebratory beer in the carpark, the owners of Otto came to me. "Paul, we want to see him go to a good home, on one condition: he gets used next year." I jumped with glee, paid \$800 to ship him home (3 times what it's worth) and now I'm fundraising for the 2016 Rally: Mackay to Hobart.

You can support Paul's fundraising effort by following him on [facebook.com/gotto](https://www.facebook.com/gotto) where you will find events and links to donate. Paul and his team mate Ash are kicking off with a Back-to-the-Future Trivia event on Saturday October 21 at Digress Cocktail Bar, 11 Akuna St Canberra City. Tickets are \$10 and can be paid at the door or pre-ordered online by clicking "book now" on the FaceBook banner (fb.com/gotto).



The 'Boatswagen'.

Modern Motor, March 1960

Two months ago we published a photo of a sea-going VW which delighted spectators at the opening of Perth's new Narrows Bridge - and were immediately beset with phone calls from people who wanted to know just how the car had been turned into a motorboat. That one had been prepared by Perth VW agents Stuart Campbell and Norm Manners, and only had rudimentary modifications such as a snorkel tube and a propeller, but it was the first floating VW in Australia.

A few weeks later the same stunt was turned on in Sydney - and we got another spate of phone calls.

Obviously, it was time we got the full story of this amphibious conversion. Lanock Motors, N.S.W. distributors of the VW, had prepared the car for its sea outing in Sydney; they obligingly supplied the details. Here's the story, told in their own words.

First problem was to ensure the car was watertight and wouldn't sink when placed in the water. But this turned out to be a simple task.

The body drain-holes, provided in all cars, are comparatively small in the VW, so they proved easy to seal. Removable plugs were fitted at such points as the rear floor pit and in the front luggage compartment, where the spare wheel nests.

The VW has a waterproof underside and a bulkhead across the car, forward of the front compartment, so that the body is virtually of a 'tank' design. The control cables are enclosed in a central tube, impervious to water, and the clutch, foot-brake and accelerator pedals stem from this central tube; consequently the metal floor is not pierced by these pedals as in conventional car designs, and no sealing was necessary at this point.

The doors were sealed only by the dust rubbers normally fitted to any VW. The only extra insurance against water entry at this point was given by coating the dust rubbers with heavy-grade motor grease; a similar precaution was taken at the lower door hinge.

Usual standard equipment was carried under the front bonnet (including the spare wheel); this compartment was also sealed by the normal



24 DAILY MIRROR, MONDAY, NOVEMBER 23, 1959 24

MIRROR MOTORS

● *The Special Volkswagen on the Swan River near Perth Narrow Bridge.*

By CLYDE HODGINS

An amphibious Volkswagen, the brainchild of a Perth car dealer, is the latest addition to the crazy world of motoring.

With a propeller attached to its rear drive and snorkel tubes attached to its carburettor and exhaust, the VW took the place of a launch on the Swan River last week at the opening of the new £11 million Narrows Bridge.

The VW churned up and down the river for nearly an hour, heading a convoy of gaily decked launches and yachts.

In fact, the VW was first car between the narrows, though it did not use the bridge.

As the bridge was being opened it raced across the water and became the first car to go

under the bridge to the road on the other side.

The Perth VW was completely standard except for a snorkel on the carburettor, rubber tube on the exhaust pipe and a propeller connected to the rear engine by a shaft through the bumper bar.

Steering was easy, with the front wheels acting as rudders.

After its water stunt the VW took to the land again and owner Webster used it to motor home.

Footnote: No mention was made of the extra sealing for the VW.

rubbers, with the added precaution of masking tape around the edges.

After some 20 minutes in the water this tape was removed, and it was found that very little water had entered the front compartment - barely enough to cover the lower few inches of the spare tyre (which is carried at the most forward and lowest point).

Naturally, the water-sealing of the engine had to be given some special attention. Theoretically this had to be prepared so that it could, if necessary, operate when completely immersed in water - but in practice this proved to be not strictly necessary, as the car floated so high that the engine was only half-submerged.

Here's what was done to the engine:

The spark plugs were sealed with rubber; the oil-bath air-cleaner and the oil-filler cap were raised in level; and a snorkel tube was fitted to each of the twin exhausts.

The distributor was sealed, and mounted on a high extension, and it was also found necessary to equip it with a breather tube (because condensation occurs inside a sealed distributor when it is operating totally enclosed by cold water).

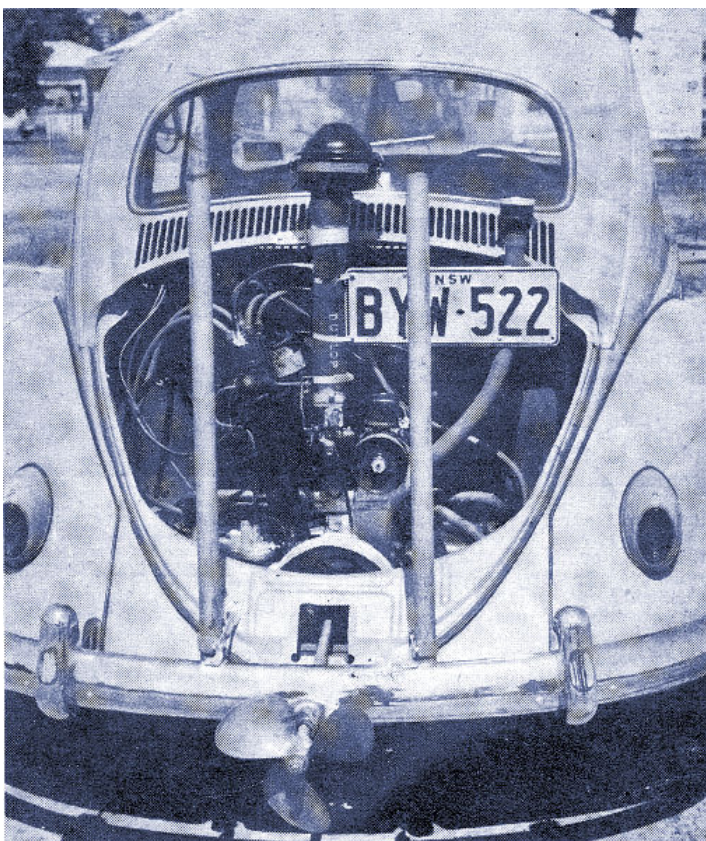
Propulsion for the 'Boatswagen' was supplied by fitting a 10 x 8 propeller on a brass shaft passed through the rear bumper bar. This shaft was fitted with a universal joint and mounted on the generator drive



pulley at the rear of the crankshaft. A small, curved piece of galvanised iron was mounted above the universal joint to prevent excessive spray.

The car was now ready for its sea trials. We chose a gently sloping beach for entering and leaving the water, so that there would be no risk of damaging the fast-revving propeller on rocks or other obstructions.

When entering the water, the propeller threw up a high circle of spray until it was completely submerged. Stabilised by the inflated tyres, the car floated evenly and surprisingly high up in the water; yet the weight of the wheels and general centre of gravity were such that there seemed to be no tendency to roll, even when turning in a beam sea.



No rudder was necessary - the usual steering gear and the 'lead' of the front wheels proved sufficient for the 'Boatswagen' to make quite sharp turns in the water.

The experiment demonstrated that the VW is not tail-heavy, despite its rear engine. The rear end actually carried more weight than usual (with extras such as the heavy propeller shaft, snorkel tubing, etc.), yet the car floated evenly. The front and rear wheels were similarly submerged and no compensating weight was needed at the front of the car.

The car was given its first private trial at Rose Bay, in relatively calm water. It handled well, with a calculated speed of over 5 knots. A small boat, powered by a 5 h.p. outboard motor, found difficulty in keeping pace with the car.

The 'Boatswagen' made its bow to the general public on 2nd January during the St. George Motor Boat Club's championship meeting on Kogarah Bay. A strong southerly had whipped up a brisk, choppy sea, and speedboat events had to be postponed until late afternoon - but the 'Boatswagen' sailed out regardless, in company with the cruiser-type craft that were then competing.

The car was driven with both windows down, and the driver and passenger raised laughter among the many spectators by giving normal road-traffic signals before making turns.

At the end of each run the car was beached and thoroughly hosed out, including the engine, which continued to operate even while the pressure hose was played on it.

On subsequent occasions, Lanock Motors sent the 'Boatswagen' across the half-mile Middle Harbour stretch four times, with the car in the water more than forty minutes on each occasion. Another VW agent, Burr Motors of Mildura, 'sailed' a similar Beetle across the Murray River, cheered on by thousands of spectators.

So it's not such a hard job to turn a VW into an amphibian. But Lanock Motors stress that theirs was purely an experiment - and warn private owners not to attempt it, since the VW is not really intended for seagoing adventures!



from his fiancé because he knew she would flip out being so close to the wedding, but after Ben taking phone calls outside to organise transporting the oval to Coffs she asked, and he caved in and told her. It's Ben's dream and she understands.

So for a year it remained there until the build began. Ben's plan was to create a rock solid oval and not spare any expense. He wanted it to look like how he found it but have brand new running gear for a reliable everyday vehicle. Dion did all the work and Ben brought all the parts. Ben was very lucky to have him on board as he is clever when it comes to early Volkswagen Beetles and Buses.

Just before Christmas 2014 Ben

Ben's 1957 Oval.

We recently did a professional photo shoot for a 1957 oval-window Beetle with the Australian Swimwear Model of the Year runner up, at Sunset on the Gold Coast.

Ben Allen's first car at the age of 17 in the year 2000 was a 1973 Super Bug. The oval has always been a dream car for him since cruising around Coffs Harbour in Dion Myer's '54 oval when he was 15. He has always been in contact with Dion and for years they have been looking for the perfect oval for Ben to build.

About 4 months before Ben's wedding in 2013 they found the dream car in Newcastle. It had been registered in Inverell. Dion had a spare car space in his garage so they bought it. Ben tried to keep it a secret



drove the '57 Beetle out of the garage with a massive smile on his face. He then drove it 330 km up the beach coast to his home on the Gold Coast. It was now time for the engine rebuild.

This then led to needing an engineer to customise manifolds to fit the duel carbies to the single port 40-hp engine block. All mechanical work here on the Gold Coast has been done by Brett & Chris at Meads Mechanics. The engine was rebuilt by Arundel Cylinder Heads.

At this stage the oval is Ben's daily driver. It is now part of the family and will never be sold. There is no paint work.!!! The colour has been created by the harsh Aussie weather conditions. Ben's wife, Mia, loves

that he is so dedicated to his '57 Beetle. She knows how much Ben has spent - but they don't ever talk about it.

This oval is Ben's dream car and he's a very lucky bloke.

-1957 Oval beetle purchased 2 years ago as a roller (in pieces)

-Ground-up rebuild keeping the genuine parts where possible or replacing with new

-Fully rebuilt 40-hp single port engine, 1375cc piston and cylinders, 100 Engle cam, custom manifolds for duel carbs

-17inch chrome radar wheels

-CSP disc brakes

-natural patina body finish

sealed with penetrol



The model in the photos is Ariana Deeley, who is MAXIM Australian Swimwear Model of the Year Runner Up. We have a signed model release for her.

Zac & Lexi Smith

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But once disconnected from the test rig and back in the hands of motorists, the computer reset the engine to run on entirely different settings, producing far more competitive fuel economy and engine performance than if the 'test settings' were in place.

In fact it is claimed by the US government that these normal-running cars were putting out up to 40 times more NOx than was seen on the test data.

The VW EPA controversy.

The worst example of corporate malfeasance in history was the US Ford Motor Company and its 1970s compact, the Ford Pinto. The Pinto's tank was placed between the rear axle and rear bumper. In a rear end crash the tank would crumple and split, spraying and spilling fuel over the accident. The bent body would also jam the doors, preventing occupants from escaping.

The US National Highway Traffic Safety Administration investigated complaints about the Pinto's fuel tank safety from 1974 onwards. They discovered Ford was already aware of the design flaw, but was reluctant to do anything. Ford had used a 'cost-benefit analysis' to compare the cost of redesign, recall and modification of all Pintos, with an assigned value for possible deaths and maimings. Ford decided it was cheaper to pay settlements than to fix the car.

In 2008, when 2009 model year VW diesel cars were being launched in the United States, Volkswagen in Germany followed Ford down that road into infamy.

Someone at Volkswagen, and we may never really find out who it was or who knew and when, signed off on a course of action that could lead to the unravelling of what was so far this year the world's biggest car-maker.

The ramifications will shake the financial structure of Volkswagen to its foundations and are going to be far bigger than anyone has yet imagined because so many people, governments and organisations worldwide, are going to want a piece of the company for what they did.

The story has been in all the newspapers over the last few weeks, and by now you will all know the story.

VW programmed the computerised engine control units in these diesel engines to sense that they were being tested for emissions. The computer could tell that the engine was being run over certain speeds in a certain order, with the front wheels turning (on a rolling road) but the rear wheels stationary. It was therefore being 'tested.' The computer would then recalibrate to give a favourable emissions test result – especially for nitrogen oxide (NOx) emissions, which are a particular challenge in diesels – and so pass the test.

Now the fact is that no-one died, or were even injured in any way. But the calculated and deliberate programming of vehicle control systems by people inside VW to deceive regulators (and of course the cars' owners) into thinking these cars were compliant is breathtaking.

In effect, the Volkswagen engineers were admitting they could not bend the laws of physics to produce both the diesel fuel economy and performance required to be competitive in the US market without over-cooking the NOx – by a country mile. So they cheated, thus saving a mountain of R&D cash and getting a competitive advantage over rivals at a huge cost saving.

This was palpable stupidity. It is not as though they inadvertently signed off on misleading documents or, over time, the cars started falling short of the test results. What makes it so jaw-dropping is that these people deliberately constructed the code and deliberately laid out circuits in the engine control units to achieve their deception. And then they installed them in 11 million vehicles.

At this early stage of unfolding events, the list of the potential ramifications for the Volkswagen company worldwide is quite frightening.



Volkswagen AG's chief, Martin Winterkorn, has already fallen on his sword by resigning, leaving the company with a new leader at the time when a leader is most needed. Matthias Mueller has been taken out the relative comfort of Porsche and parachuted into VW in what will be a career-defining move for him.

VW's share price is now 50 per cent of where it was in July. Half of that loss was in the week since the poop hit the fan. This is a loss of market value of \$25 billion since the scandal broke and \$50 billion since July. With that kind of loss in the share price before last week, the regulators might well investigate how many shares changed hands and who was selling them in the lead-up to the announcement of the scandal.

VW has already set aside an \$8 billion charge against the third quarter to start addressing the problem. But this is just the first instalment on many allocations to come.

The US government regulators will want blood and plenty of it. Apparently US regulators can levy a charge of \$40,000 per car penalty for the 480,000 cars affected in the US. That totals \$20 billion if they take a hard line.

The American owners will want full restitution for the lost value of their cars, and various class actions are already underway. The problem looks to be that if they obey the recall to have the cars made to comply, their cars will then be on 'test mode' permanently – Nox within limits but down on power and using more fuel. And the word is that the EPA might force owners to have the change made.

But that does not solve the problem that the buyers were sold cars, not just under false pretences, but under a deliberate deception and they will, under consumer laws, be entitled to get their money back. The deliberate nature of the deception gives much rigour to legal actions mounted on behalf of the owners. There is just nowhere for VW to go on this.

Could it be that VW will be forced to buy the cars back, make the change to the ECU and then sell the cars as second hand back into the market with full disclosure about the new, worse levels of performance? Any idea what that would cost? There are 480,000 of them and no owner will want to be out of pocket by one cent on this.

Worse for the company would be if the US regulators decided to withdraw the import licenses under which any of the offending 480,000 cars were brought into America. The cars imported were not the cars approved and the government would be within its rights to seek to have them re-exported. And what country and where do you park 480,000 non-compliant new and used cars?

Coming right on the heels of VW's problems with the DSG gearbox and numerous recalls for that, Volkswagen's brand image is trashed for now. Particularly in the US, where the company has struggled to gain a foothold since the air-cooled era against American and Japanese competitors.



Few will believe what VW says about their vehicles for years to come. This was the lie of lies. All that good work and brilliant advertising over the years is undermined. The future cost to rebuild the brand through sustained brand advertising and customer programs will be in billions worldwide over the many years it will take to fully turn the damage around. The Audi brand has been roped in too, just when it was travelling so well, and so too VW's other makes Skoda and SEAT in other world markets.

VW enthusiasts are already being asked about the scandal, with some trading in to other makes. Will members drop out from VW clubs? (Not me – Ed.) Expect VW dealer and service personnel to be taking heat from their friends and families about their employment choice. Being in management at VW may be no longer be the prestigious position it was until a week or so ago. Talent might stay away for now. Public figures with VW sponsorships may question if they want to be associated with the brand and may even claim that VW has damaged their public image.

The US dealers are going to be incandescent. Having invested in the growth of the VW and Audi brands (dealers typically spend millions on branding their showrooms) they now find sales of the affected new and used diesel cars suspended. Expect a class action from US dealers on this. Dealers will be paid \$70 for September and October for each ground vehicle in stock and \$50 for each grounded used car. It will take a genius to contain dealer claims for full compensation.

All VW advertising in the US has been suspended for now – not just diesel ads – because the negative media coverage is drowning out anything VW might say in its commercials. The dealers will love that. Some in-place media/sports sponsorships, such as WRC and Le Mans will continue because they cannot be unravelled at short notice.

Dealers in other markets can only but wait to assess the damage to their sales prospects. It will be interesting to see if VW's Australian sales drop after what has been, so far, a record-breaking year in 2015.

Certain jurisdictions across the world are already asking for confirmation of VW emissions data. And many of those countries, which use design and emissions regulations as a blind for restricting car imports, will be especially harsh on any discrepancies. They will relish inconsistencies. Some may even order the cars out of the country. It has happened before in Japan, for example.

Australia, South Korea, France, Italy, Germany, Switzerland, Britain and the European Commission are the



first of what will be many to jump on this issue. The ACCC already has Volkswagen Australia under investigation, while the local company “waits for conformation from Germany” on whether the software was fitted to Aussie VWs. Some countries want all the models in the VW Group re-tested. The mere logistical cost to the company will be huge, let alone the flow-on cost if something untoward is found.

And how do you test the cars? Can the testers turn off the cheating software in the ECU if it is a wired-in default when a test is being conducted?

In the litigious US market, for starters, VW and Audi's competitors will be calling their lawyers about the fact that the car-maker falsely represented the cars, and therefore took sales from other brands; sales to which they were not entitled. We know that 480,000 cars were sold in the US under false pretences that would not have had the competitive edge they did had the true emissions levels been met.

The German car-makers will now have to reassess their diesel sales strategies in the US. They have been beating the diesel drum across America as a way of getting in pole position for upcoming fuel economy standards and now this scandal has stalled their plans. Fellow German car-makers Mercedes-Benz and BMW are distancing themselves from VW, although reports of unusual results for the BMW X3 diesel are already being reported.

Possibly the biggest danger to the Volkswagen Group will be the extent of the financial damage and its effect on forward model investment. When a company like VW takes a hit, we should expect there will have to be massive belt tightening – not just at VW but right across all the brands in the group.

That means that forward model development will either be pared back, delayed or cancelled and the development engine that has been driving the company to worldwide leadership, just from the point of view of desirable products fielded, will take a very big hit.

In Australia, it is not surprising to see the ACCC launching action to see if VW here has been using spurious data in its performance and emissions claims. Will they have to order tests of all VW Group models sold in Australia? Because no-one can take VW's word any more that the cars comply. If there are discrepancies, the ACCC has the power to impose huge penalties for each occasion in which incorrect data was presented to the public in PR material, advertising or used to any competitive advantage. VW's promotional material and advertising over the past few years will be closely scrutinised.

What is so wrong about this scandal is there are a lot of livelihoods and a lot of investments by dealers and others who are dependent on the Volkswagen Group worldwide. Through no fault of their own, these livelihoods and investments have been put under a cloud corporate recklessness.

This story has only just begun – stay tuned for further developments.

John Mellor



A system with some bugs in it.

By Tim Blair, *The Daily Telegraph (Sydney)*

In 1990 I bought an old Volkswagen Super Beetle from a guy named Jesus with a view to driving the elderly Bug across the US. Before I could begin, however, my Los Angeles-purchased Beetle had to pass California's vehicle emissions test - no easy task for an 18-year-old air-cooled engine without any anti-pollution equipment. After driving around LA for a day or so I found a testing site that would conspire with me to defeat the emissions test. Working with the garage's owner, I cranked back the engine's fuel/air mixture until it was running so dangerously lean that the Bug barely breathed.

Then we hooked it up to the measuring device, passed the test and I was free to go - having first reset the engine back to a survivable mixture. I think the entire procedure cost around \$30. Now, a quarter of a century later, Volkswagen faces a slightly more substantial outlay for a very similar scam.

Last week the world's largest car company was busted in the US for installing a software program in nearly 500,000 of its US vehicles (and up to 11 million across the world) that enabled them to work around the Environmental Protection Agency's strict emissions rules for diesel engines. The software was cleverly configured to recognise the standard EPA testing procedure. When it detected that the car was undergoing an emissions test, the software automatically adjusted various ignition, compression and timing variables. This was basically a high-tech version of the method I used in 1990, and it delivered an identical result: the cars passed the test. Then, once the test was done, the engines returned to their usual state of tune - generating up to 40 times the legal maximum of nitrogen oxide.

Volkswagen in the US now faces billions in fines plus lawsuits from grouchy owners who thought they'd bought something eco-friendly. Over the weekend, VW busily removed its 'clean diesel' promotions from YouTube as owners ranted online about dishonest advertising.

"Dirty Deal! I bought your CLEAN diesel & you made me a nasty polluter! Total betrayal from a company I trusted," wrote one. "One month ago I bought a VW Passat TDI 'Clean Diesel' - now I regret the decision. Another long-time VW customer lost for life," complained another. "What the f..k, Volkswagen?" asked Family Guy creator Seth McFarlane, who has some nerve considering how his work is falsely labelled as 'comedy.'

Not a single person has been killed, injured or harmed in any way by Volkswagen's diesel dodge, yet the carmaker's troubles now spread beyond the US:

Millions of British motorists could be driving illegal cars which have been doctored to

mask dangerous levels of emissions after Volkswagen admitted to rigging pollution tests, so say news reports.

On Monday night the US Environmental Protection Agency widened its investigation to other car manufacturers as campaigners warned that the practice was likely to be widespread across the industry, affecting motorists worldwide.

If more manufacturers are drawn into the scandal it could lead to millions of cars, which have been bought in Britain over the last six years, being recalled.

South Korean officials have summoned Volkswagen representatives to discuss emissions tests after the German auto giant was accused of cheating on US air pollution standards.

"We've called in Volkswagen representatives and engineers to the ministry for a meeting on Wednesday afternoon," Environment Ministry Deputy Director Park Pan-Kyu told AFP.

Park said it was too early to say what kind of punitive measures the government could take against the firm until the test results become available.

FAHRVERGSMÖGEN

Volkswagen Australia was not able to disclose how many potentially affected cars there are locally when contacted by News Corp Australia for comment.

French finance minister Michel Sapin requested a Europe-wide probe, telling French radio that it seemed necessary to check cars manufactured by other European carmakers in order to reassure the public.

"This is not a minor subject, it's not about speed or the quality of leather," he told Europe 1 radio station.

"What we are dealing with is making sure people avoid being poisoned by pollution."

Really? Considering that some 11 million VWs were equipped with the test-tricking device, where are all the bodies?

These people should have stuck with clean petrol. Speaking of which, after three months on the road I eventually sold my Bug - for more than I'd paid - to hippies in Baltimore. Possibly it survives, still churning out delicious pollutants on US streets.

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have to do much work to remove the wobble. In fact, on the first run-up it was within spec for a stock VW crankshaft (8 g/cm) which he reduced to about 0.1 g/cm. Once it's mounted in the airframe I'll go through the same procedure with the prop. No one ever believes how much this benefits the power-plant until they actually do it.

"Nice shirt," he sez, pretending to go blind. I've known him about twenty years; have three more crankshafts

Crankshaft Basics 5.

Be sure to read Crankshaft Basics 1, 2, 3 and 4 (see Zeitschrift Nov '14, Apr '15, Jul '15 and Sep '15 - Ed).

Bagged and swaddled, the crank shown in Fig 1 gets laid gently in the back of my 1965 VW bus and we putter off toward Escondido. Traffic on Highway 78 is moderate so the eleven mile trip takes only twenty minutes with just two sessions of stop-&-go. The old bus has no trouble keeping up with the 300hp punkin seeds darting from lane to lane looking for what doesn't exist. Highway 78 is a linear parking lot about twelve hours out of 24, virtually empty the other twelve.

Don at HDS looks the crank over, we discuss the job, he writes me out a ticket and I'm free to return to the six-lane insanity. Barely an hour after leaving the house, I'm back.

As you can see from the photo the crank was delivered fully mantled save for the bearings. On one end of the crankshaft is the propeller flange and spool from Great Planes, on the other is the Harley Davidson permanent magnet dynamo, installed on a hub of my own design and manufacture. Drawings of the rotor hub and the stator mount will be posted to the Chuggers Group when I get around to it but previous posts will give you a hint as to what it looks like.

No one answers the phone in southern California any more. We live in what has become an up-scale ZIP code, targeted by politicians, telemarketers and evangelists to the tune of two dozen calls a day. We spin through the messages every evening and after a couple of days HDS leaves a message saying the crank is ready for pick-up.

This time I take surface streets. It's a few miles farther but takes less time.

The job-ticket is translated into a bill which I take to the office for payment. The yellow receipt is the crank's Ticket of Leave and Don hauls it out to the bus for me because it's kinda oily and I'm wearing a spiffy Hawaiian shirt. We chat for a bit, discussing the rattle from the spacer and the fact the assemblage was relatively clean, meaning he didn't

coming his way. I'll wear one of my really gaudy ones next time.

Back home via Stagecoach Road and Twin Oaks Valley, I lug the crank into the shop and start writing on it. The crank has survived its Rite of Passage. It is no longer just a crankshaft, it is part of an engine, serial number HVX0381, which I scribe onto one of the flanges with a carbide burr. I get one of the little red Engine Logs from the cupboard and start filling in the blanks. The log book will go into a big zip-loc along with the other documentation. Now I get to take the sucker apart for the second time, the first having been to trial-fit the main bearings, during which I also clocked the case to determine what size cam-gear I'll need. Fitting the cam-gears is one of those unimportant details the shade-tree types like to ignore.

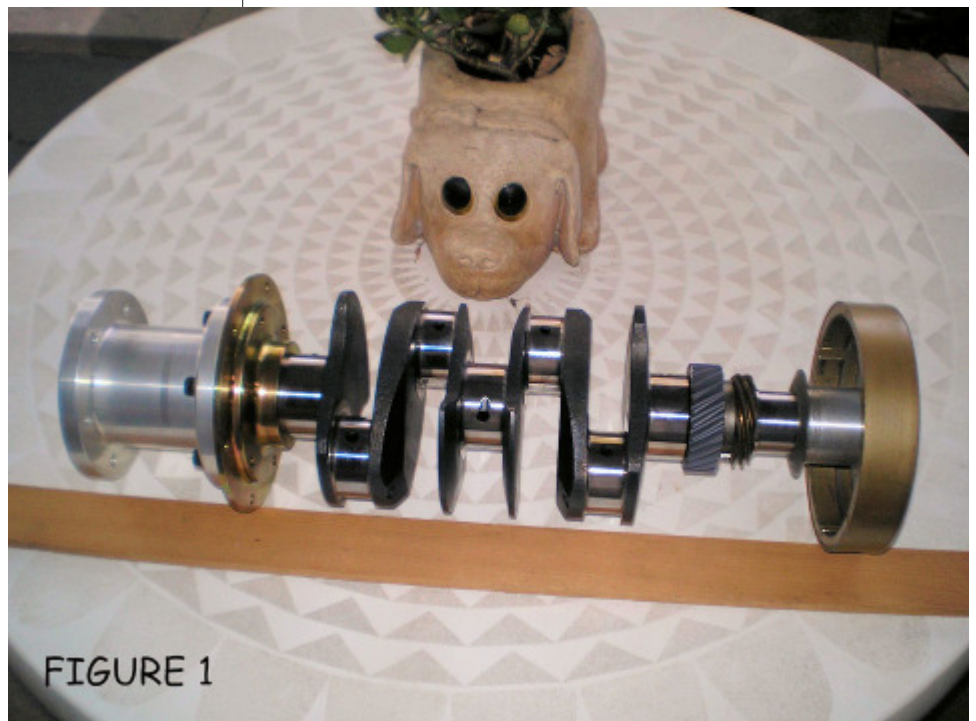


FIGURE 1

Due to normal tool wear and tolerances, the distance (and sometimes the alignment) between the crankshaft and the camshaft varies slightly. The difference is small but significant, since it involves a gear-train. To accommodate the differences Volkswagen used nine different sizes of cam gears, from a -4 thru zero to a +4. They started out with just four sizes; -1, 0, +1 and +2. But factory-overhauled engines often

required align-boring, which lead to the other sizes. The markings are on the inner face of the cam gear so as not be confused with the o used for the timing alignment.

The Factory Manual will tell you what checks to perform to see if you've got the proper cam gear. Or you can read all about in my two-part article "Dialing in Your Cam" (see Zeitschrift Apr '14 and Jun '14 - Ed).

But right now I was busy taking the crank apart and writing, etching or stamping '0381' on all the bits & pieces. Well.... most of them, anyway.



FIGURE 2

In Fig 2 you can see how little metal Don had to remove to achieve zero wobble. (There's a matching patch on the opposite end of the crank, on the other side.) Grinding away that amount of metal meant the crankshaft had to be fully dismantled, all the plugs pulled then cleaned to within an inch of its life. Or whatever. I used lacquer thinner in a wash-bottle as my solvent, plus a variety of brushes, one of which you see in the photo.

After being scrubbed and scoured the crank gets blown dry then undergoes a visual inspection, where you poke a grain-of-wheat lamp on a wand into this hole here whilst peering down that hole there to make sure there's nothing in the hole but hole.

Then you get to put it back together again, only this time with bearings.

Since this crankshaft is counterweighted it has about two more kilos of flanges than a stock crank. When balancing a flywheel or stock crankshaft the usual method of removing metal is to drill it out. That isn't always possible with a counterweighted crankshaft because the outer portion of the flanges is fairly thin, which is why the metal is removed by



FIGURE 3

grinding instead of drilling. Figures 3 is the 1/3 flange of a new stock 69 mm crankshaft that has been factory balanced (meaning it's 'way the hell out of balance by modern-day standards.) Fig 4 is the 2/4 flange on the opposite side. Such divots are the balancer's spoor, telling you that particular component has been balanced to... some standard or other.



FIGURE 4

The stock crank is destined for a 1968 Bug. It will be presented to the balancer wearing a flywheel and clutch cover on one end, all of its gears, and a stock steel fan-belt pulley on the other. It will then be balanced as a complete assembly and to modern-day standards. In return, the engine will typically produce about 10% more power for the same amount of fuel.

This article marks the end of the series on crankshafts. I'll probably cover installation of the rods using a different engine. Right now, I want to complete work on the crankcase and start prepping the jugs. And there's still a pair of heads waiting to be prepped. (Good thing I got all this time on my hands :-)

Surface plate.

Wed, 24 Nov 05:48:06

[AirVW] Re: Oil pump leak In AirVW@yahoogroups.com, "Steve Chilcott" wrote: Bob was correct. When I checked the flatness of the full flow face plate I discovered there was a cupped sort of channel across the face.

Well, good for me, then :-)

Of course, I was probably out back sawing up stove wood while the Mechanic-in-Charge of Steve's engine was doing all the work so let's give credit where due, which is to Steve.

But Steve's message offers a nice opportunity for me to preach about a couple of things, one being tools, the other being the need to check every part that goes into your engine.

There's lots of ways to check for flatness. One is to bridge the part with a known-true straight-edge such as the blade of your machinist's combination square then hold the part so you can see if there's any light between it and the straight-edge. For something like the cover-plate on the oil pump, that would serve as a quick & dirty check.

A better check would be to use a surface plate and some Prussian Blue. You smear the blueing onto the plate

with your thumb, drop the cover-plate in the mess you just made and give it a light twist. If it's truly flat the blue will transfer to the entire plate.

The only problem here is that if you're only building one engine you probably don't have a surface plate. A 12" x 18" (30 x 40 cm) surface plate is about the smallest size suitable for blueprinting a VW crankcase.

A surface plate is a big piece of cast iron or a thick slab of granite. Cast iron surface plates are kinda rare nowadays but 'way back when every apprentice machinist made their own. Not the casting and curing but the flattening. Learning how to flat a plate lead to teaching the apprentices how to scrape and flat the beds, rails and tables of machine tools, which was a necessary periodic chore back in the days before they used induction-hardened demi-steel for machine tools. This is an 8" x 10" high-precision surface plate used for setting-up cutting tools.)



FIGURE 1

While cast iron surface plates were inexpensive and not all that difficult to make, they did change their dimensions with the seasons due to the expansion & contraction of the metal.

Granite was more accurate over the long term but flattening a hunk of granite took the task out of the machine shop. Which isn't to say you can't flat granite, just that it isn't a commonly taught skill. Unless you're into optics.

Nowadays you can buy a small surface plate for a very reasonable price but if you're only building one engine there are a number of substitutes that will fill the bill. The one most commonly available is a twelve-inch square of polished granite tile, available from Home Depot. To make it useful, get a piece of well dried 3/4" plywood, seal it up good with thinned varnish and after that cures, bed the tile in a layer of urethane painter's caulk. To ensure the caulking will cure, give the back of the tile a spritz of water before smooching it into the caulking. Once it cures, the caulk will act as an elastomere, isolating the granite from the wood. This is an inexpensive 9" x 12" surface plate used for flattening, checking valve springs and other low-precision chores.)

Prussian Blue is the other head-scratcher for non-machinists, in that most of you won't know where to get it and will find it rather pricey for just one engine. So use lip stick. Yeah, they always look at me when I say that. Forget it. Go down to the Dollar Store or whatever and look for inexpensive cosmetics. Colour isn't important. I generally look for stuff on sale, buy a couple of tubes of whatever.

Prussian Blue (or lip stick) serves as your 'spotting compound' when checking the fit of your valves after being lapped, and of the cylinder barrels in their bores and if the top edge of the barrels is true and the mesh of your cam-gear and lots of other stuff. Lipstick also cleans up nice.



FIGURE 2

Steve's experience with his leaky pump is a nice example why you can't just bolt parts together and expect to end up with a good engine. The fact it runs is not the definitive test. Virtually any collection of VW parts will run.

The tricky bit - and the enormous mass of detail not contained in all those swell manuals telling you how to bolt things together - is what to do to correct the numerous problems that crop up along the way, such as the drips or a tight bearing (or a loose one), valve gears that don't mesh proper or cock-eyed valve train geometry.

Experienced engine builders have found the best solution is to not let such errors occur. To prevent them, they blueprint all of the parts first as individual components then as sub-assemblies, mating them with their associated parts in as many pre-assembly steps as it takes, correcting errors as they are discovered.

This method is an absolute necessity when you have only one engine-worth of parts to work with.

Bob Hoover



FIGURE 3

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