

Zeitschrift



Joe visits the Tamworth Country Music Festival.

February 2016

IN THIS ISSUE:

T6 Transporter details
Watercooled Summer Run
The Toy Department
VW sculpture gone

Joe's Tamworth trip
Monte Carlo Pizza night
Steyr-Daimler-Puch
Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2015-16.

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VW Motorsport Committee:

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Craig Adams	Martha Adams
Conie Heliotis	Norm Robertson (JP)
Eddie Fleita	

General Committee:

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570

Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

Back issues (2007-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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

We thank our VW Nationals sponsors:

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Expert Signs	Subarugears
Just Kampers	Volkscare Melbourne
Kemp Tools	Volkshome Automotive
MacKellar Service Centre	Westside Mufflers

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

ANNUAL SYDNEY SUPER SWAP



SUNDAY 21ST FEBRUARY 2016
from 6am

Hawkesbury Showground

**Car Parts & Collectables • Veteran & Vintage Cars
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Sunday Outdoor Swap Sites \$20
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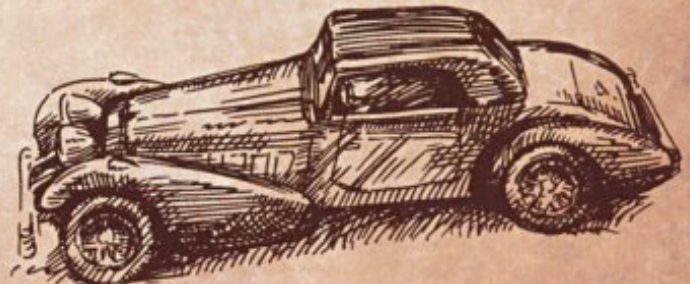
Lookers \$5

Weekend Swap Site Pass (1 adult)
Set up from 2pm to 7pm Sat. \$35
(Each additional adult \$5)

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Information Ph: 0410 447 927



Organised by the Rotary Club of Richmond
PO Box 199 Richmond NSW 2753
All catering by Five Dock Rotary Club (no other food or drinks to be sold)

THIRLMERE FESTIVAL OF STEAM

Sunday 6th March 2016

The 2015 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

The Festival is a fantastic day out for all the family, with all the fun of a country fair. Thirlmere village comes alive with a street parade, vintage steam machinery and historic vehicles, food, music, country crafts and displays. Over a hundred market stalls will offer their produce, craftwork, toys, snacks and specialty foods for sale.

The Festival is centred on historic Thirlmere Railway Station and Australia's largest display of historic locomotives, carriages and rail memorabilia at the Rail Heritage Centre, Thirlmere. A popular feature of the Festival is the huge variety of operational steam locomotives, all in operation on the day to provide frequent vintage steam train trips on the Thirlmere Heritage Railway to Buxton and back.

The ever-popular gala parade features bands, floats, performers and displays from local groups, car clubs and businesses, while classic and historic vehicles (including VWs) will line the streets. The parade starts at 1.00 pm. The Steam Festival also has lots of attractions especially for children, including miniature train rides, model train layouts and amusement rides of all kinds.

Entertainment through the day will include 'Music in the Park' from 9.30 am. The music program includes jazz, folk, and country music, and features bands and singers from Picton High School, as well as other popular and acclaimed local acts.



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2016 at Thirlmere, NSW, on **Sunday 6th March 2016**.

All of the car clubs will be located together on both sides of Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will not be near the show cars. The earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:15am for a 7:30am departure.**

The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

While there is no limit on the number of club display cars, we will be restricting parade vehicle numbers to **2 per club** to allow the parade to move freely and to reduce traffic snarls. If your club could select their appropriate vehicles to enter the parade and let the parade manager know on the day, that would be appreciated. The owners would then be required to ensure their vehicles are made available at the marshalling point in Westbourne Ave at the appropriate time (12:30pm). If they are not there on time, they will not be participating in the parade.

Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email krmodels@gmail.com



Keiran Ryan, Events Manager

www.thirlmerfestivalofsteam.com.au

TEA GARDENS HAWKS NEST MOTOR CLUB INC.

MOTORFEST 2016

Saturday, 12 March 2016

10am - 2.30pm

Myall Park Sports Oval, Hawks Nest
(Beach end of Yamba Street)

On Show: A huge Display of Veteran, Vintage, Classic and Unique Cars and Motorcycles

Displays by Fire Brigade, Ambulance, Police and Surf Life Saving Club

Monster raffle with many valuable prizes donated by local businesses

Food and drinks provided by local community associations



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local community services:

- Tea Gardens Hawks Nest Surf Life Saving Club
- NSW Rural Fire Services
- Local Clinic Bus

Come and join us.

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MYALL COAST NEWS

Old Car Social Club

12th Annual Show & Shine Sunday 13th March 2016

(Wet Weather Date: 10th April 2016)

at Flower Power, Moorebank

In conjunction with

The Lions Club of the City of Liverpool, in aid of diabetic awareness

- Gates open 7:30am
- Cars in position by 9:00am
- Trophies will be presented at 2:00pm

We invite you to show off your classic Volkswagen!



Entry Fee: Display Cars \$10.00 (includes driver and passenger)
Spectators \$2, Family \$5

More info and entry forms available at www.ocsc.com.au

For further enquiries contact: Neil 0418 943518 or Ray 0411 251120

Volkswagens meet at McDonalds Revesby — cnr River Rd & Milperra Rd — at 7:30am.

BREAKFAST *Cars!* *with the Stars*

Sunday 17th April | 8am - 11am

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2016 Breakfast with the Cars
dates below:

Sunday 17 January
Sunday 21 February
Sunday 20 March
Sunday 17 April
Sunday 15 May
Sunday 19 June
Sunday 17 July
Sunday 21 August

* Dates are Subject to Change



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BEEN DREAMING ABOUT.**

VW NATIONALS 2016 SYDNEY AUSTRALIA

**SATURDAY 21ST MAY
SYDNEY MOTORSPORT PARK**

**SUNDAY 22ND MAY
FAIRFIELD CITY SHOWGROUNDS**

INFO AT WWW.CLUBVW.ORG.AU OR CALL DAVID BIRCHALL 02 9534 4825

Von dem Herrn Präsident.

Hi all. Well despite thunder storms and wet weather we had a great Pizza and Pasta night at Monte Carlo's at Riverwood. Lots of new attendees turned and great meal was had by all.

The very next day Bugs n Busses by the Bay was being held in Newcastle, I attended this event but on the way I met up with Rose and her husband Ian at a Muscle car show nearby at Bonnells Bay, Rose had her split window Beetle drag car on display, I parked with her, our car created a lot of interest with the muscle car crowd. I left around midday to drive around Lake Macquarie to Croudace Bay where Bugs n Busses was being held.

Coming up in March we have the car display at Thirlmere Festival of Steam on the 6th and later on in March two events clash, the Tea Gardens Hawks Nest Motorfest and the 12th Annual Flower Power Show n Shine at Moorebank. Look in the club calendar for information on these and other events coming up.

The VW Nationals will be here again before we know it. Planning is well under way. We will need some help setting up, packing up and during the day. If you can lend a hand at either the Supersprint in Western Sydney or on show day it would be much appreciated.

We will need some people to act as flag marshal at the Supersprint. If you're interested in becoming a qualified flag marshal please talk to Rudi Frank or Norm Robertson and they can tell you what you need to do to become qualified.

See you soon,

Steve Carter



Kanberra Kapitel report.

Hi everyone, the dubbing year is ramping up and we are busy organising events for the next few months. We have the following coming up:

28 Feb – we are having a lunch cruise to Gundaroo, this will include our AGM. Its a great time to get the car out for 2016 and catch up with other people. We have emailed the details for this event but there is still time if you can come along, contact us.....and thanks to Tony for running this event.

Wheels carshow – normally held in March, we've just found it will be held in May this year. We'll arrange a March event, keep your eyes open for info.

03 Apr – VW Drive For The Community, which is a fundraising event for Canberra Hospital. Basically it is a huge VW event, you enter by paying an admission fee and then get to participate in a VW convoy and other activities. Your ticket includes a raffle ticket entry, and I am told that this year the prize is a trip to Germany. More details will come on this event but please mark it on your calendar. Last years event

was excellent, with a convoy of over 160 Volkswagens through Canberra under police escort. This event would be great for anyone loyal to the brand, and it helps a local charity.

08 May – Shannons Wheels carshow, more details to come

21 / 22 May – VW Nationals Supersprint / Show and Shine, Sydney – more to come, info will definitely be in the club magazine. We'll have some members driving to Sydney for this event and would love to have some extra members come along to the event.

We won't have a club meeting on Monday 29 Feb (this month) as we will have the AGM the day before. Please don't head to the German Club this month for the meeting! Back to normal for March. Our meeting in January was interrupted by a huge storm with hail, I hope that no one had any damage as a result.

Contact us if you have questions or more details. We'd love a big turnout for the Gundaroo Cruise and AGM, we particularly want your input into the club.

Bruce



Klub Kalender.

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

February.

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.

Sunday 21st:- Sydney Super Swapmeet, at Hawkesbury Showground, Racecourse Rd Richmond (UBD 85 J10). From 6am! Car parts and collectables, vintage and veteran cars, sports and classic cars, hot rods and customs. \$20 for swappers, \$5 for lookers. Weekend pass \$35 with Saturday set-up. Food and drink available. Organised by the Rotary Club of Richmond.

Sunday 28th:- Canberra Gundaroo Cruise and Annual General Meeting. Canberra members will have received an email with details. Contact Bruce for more info.

March.

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

Sunday 6th:- Thirlmere Festival of Steam 2016 at Thirlmere, NSW. Steam train rides, Trainworks railway museum, model

railways, bands, dancers, food and drink stalls, market stalls, traders, kids' rides, classis car display. **Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads 9UBD 288 D6), at 7:30am for a 7:45 departure.** Arrive by 9:30am. Street parade (2 VWs max) at 1pm.

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

Saturday 12th:- Tea Gardens Hawks Nest Motorfest, held at Myall Park Sports Oval, Yamba St Hawks Nest. Exhibits of Veteran, Vintage, Classic and Unique cars and motorcycles, plus displays, stands, music, food and drink. Special display area for VWs. Monster raffle. \$10 per vehicle, all profits to the local community. Be there before 9:45am, trophy presentation at 1pm.

Sunday 13th:- 12th Annual Flower Power Show & Shine at Moorebank, hosted by the Old Car Social Club. We invite you to bring your classic VW to the show. Gates open at 7.30, cars in position by 9am. Trophy presentation 2pm. Display cars \$10 (includes driver and passenger), spectators \$2, family \$5. Food and drinks available. Enquiries Neil 0418 943 518 or Ray 0411 251 120. Club VW Convoy meets at McDonalds Revesby (cnr River Rd and Milperra Rd) at 7:30am for 7:45am departure. This allows to arrive, and park, all together.

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

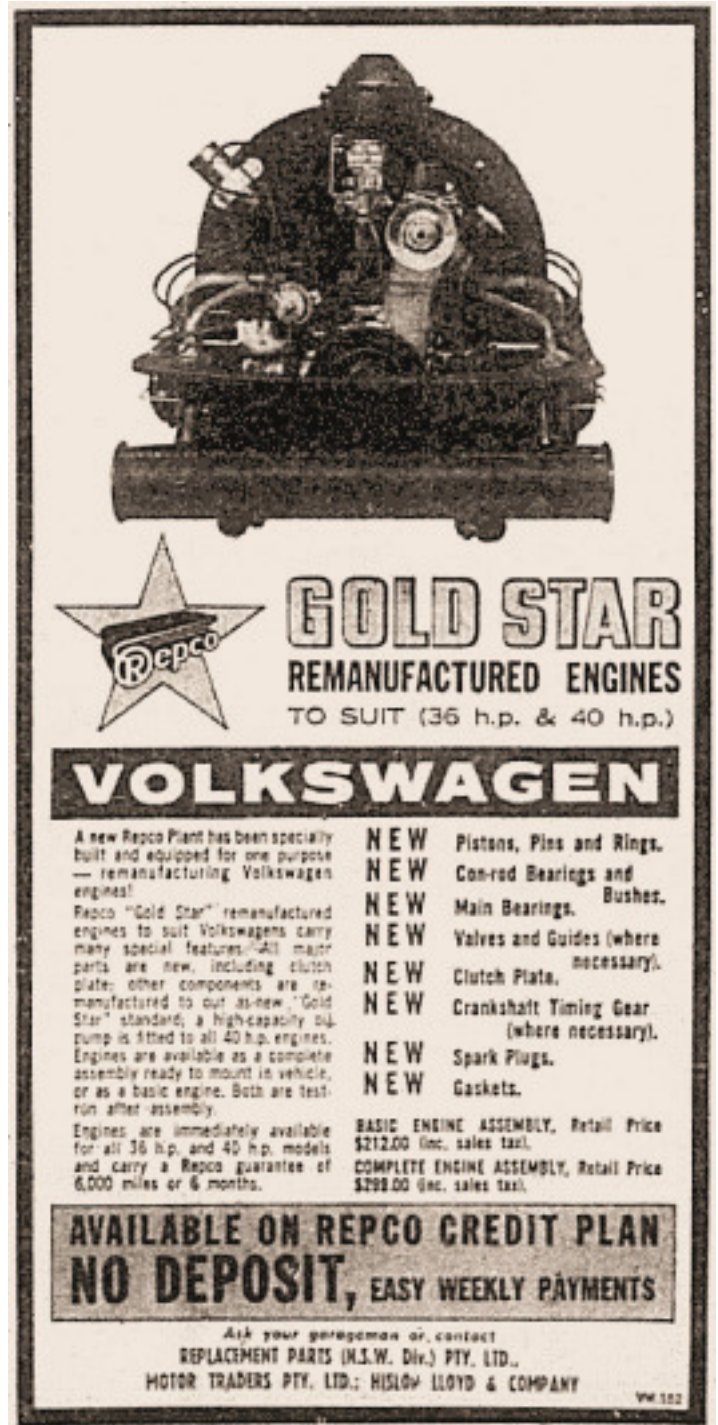
April.

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).

Sunday 17th:- Breakfast With The Cars, at Canley Heights RSL & Sporting Club, 26 Humphries Rd Wakeley. Join your fellow classic car enthusiasts for an informal gathering and breakfast. From 8am to 11am, Gold coin donation for charity. Coffee, tea, bacon and egg sliders etc available. Trophies presented on the day. All VWs welcome!

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.



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VW 122

Monday 25th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

May.

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

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

Sunday 15th:- VW Family Picnic Day 2016, at VW HQ Seaham (Raymond Terrace), from 10am. Come one come all

VW Nationals Supersprint Team Members wanted!

Club VW is again holding its annual Supersprint at Sydney Motorsport park, Eastern Creek South Circuit.

To build on the success of last year's event, we wish for more members joining the team that makes this event happen. This is a demanding circuit, and we need more team members to have a light-of-sight of the whole circuit.

Last year we increased our team from club members, but still required support from outside. Over the next months leading up to the Supersprint, please nominate to be part of the team that makes this event work.

Contact me, or any of the Motorsport Committee to register. There is still time to do a training day at Eastern Creek before the VW Nationals Supersprint, and be qualified after an on-line test.

Norm Robertson 0409 771822
Email nrobertson462@optusnet.com.au

to celebrate all things Volkswagen. Great day out bring your VW along. Lots of awards and activities for everyone. Who will be this year's VW Hubcap Throw Champion? Contact Andy for directions and more info. 0407 016903 or email vwsamba57@gmail.com

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.

Saturday 21st:- VW Nationals Supersprint at Sydney Motorsport Park, Eastern Creek (South Circuit). We're back at this famous Sydney track! VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 22nd:- VW Nationals 2016 at Fairfield Showgrounds, Sydney. Australia's biggest Volkswagen show! 45 show categories, concours class, trade stands, swap meet, new VW display, kids rides, Club shop, German dancing, great food and drink, VW fun all day.

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

A Free Plug.

I have been buying welding electrodes online for a couple of months from a chap named Darrell, from Emu Plains, near Penrith. I usually pay the \$10.00 per box to get them sent, but this week I was working at Penrith, so I decided to pick them up on the way to work.

Darrell is retired, and was an ex army electrical mechanic, turned engineer, who did his apprenticeship on valve equipment, going on to communications equipment etc. Over the years I have been looking for someone to repair old car radios. I have 2 Motorola alternators, etc, but have not been able to find anyone who does this in Sydney.

Darrell will do these electrical repairs at a reasonable price. He also repairs electrical tools, and at present is repairing my Rupes sander. The only problem is getting older parts, although he can modernise sections, to get a unit going in its original enclosure.

He says almost anything can be repaired! I thought it might be good to put his number in the club files, for those difficult old electrical repairs. His name is Darrell, his phone is 0414 941368, and he lives at Emu Plains.

Regards

Phil Warnecke



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Marktplatz.

Marktplatz ads in Zeitschrift are free. 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:- 1975 Kombi, automatic, 8 seater Microbus, original plates from new, NSW rego to August. The car is white, very original, with tinted windows. This Kombi has been a wedding car for four years and is being sold due to closure of the business. Maintained only by mechanics, the car has had to be kept in good condition inside and out. Enquiries to Bruce on 0400 119 220, the Kombi is priced at \$28500 negotiable, and is located approximately 1 hr south of Canberra.

Wanted: Some historical info! I have a 67 split-window Kombi with a Chassis no. 237124075. There is also a K6299 stamped in the engine bay I'm not sure what this is? The

Coachwork was also done by A. B. Wilkinson Melbourne. Do you know anything about this place? If you can shed any light, please contact Chris Pfeffer on 0420 924350 or email pfefferct@gmail.com

For Sale:- Hi there, Just after some advise please. I have a old VW motor that I'm wanting to sell, just hoping for some advise on where to start with this. I'm in Newcastle NSW if you know of anywhere near my area? Regards Brett Brett Fenwick. Phone (02) 4963 5120 (BH) or email chrysal@shopgear.com.au

For Sale:- We recently found the Owners Manual for my late father in law's 1968 VW 1600 (Type 3). It's in average condition but is complete with its original cover. If anyone is interested in the manual, please contact me by email - we would love for it to go to an enthusiast. Free to an enthusiastic taker. Contact Mr Geoff Collett on 0414 704002 or email gacollett@iinet.net.au

2nd Month Ads.

For Sale:- Hi Folks, Wonder if you might be interested in Literature and Brochures, some dating back to the 1950s,

Trades and services directory.

Trades and services directory.

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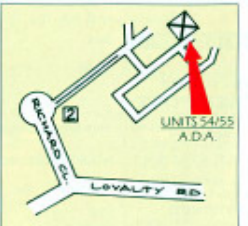
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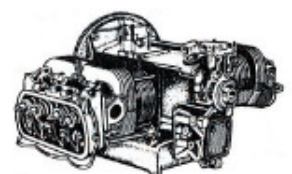


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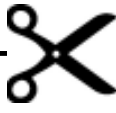
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T6 Transporter released.

The new sixth generation 'T6' Volkswagen Transporter has arrived in Australia, bringing in a significant range of updates for what is now Australia's third most popular mid-sized van range.

The newest version of the Volkswagen Transporter van is a rival for the market leaders the Toyota HiAce and Hyundai iLoad, as well as minor selling Europeans such as the Ford Transit Custom, Renault Trafic and Mercedes-Benz Vito.

As ever, the Transporter is available in a bewildering array of variations, with two different wheelbases and three roof heights. Regular van, crew van and cab chassis 'ute' versions with single- and dual-cabs are on offer.

You can also option a unique 4Motion all-wheel drive configuration for more stable load handling and traction on take-off.

As ever, Volkswagen will also offer people-carrying versions with either seven or nine seats, called the Caravelle and Multivan – see the next news item.

Volkswagen Australia is on a mission with Transporter, and is eager to cut further into the dominant Toyota and Hyundai. The outgoing T5 managed 1,221 sales in 2015, about 8.0 per cent market share, but not even one-fifth the HiAce's volume. The VW Transporter was once the dominant 1-tonne van in Australia, selling more Kombis in the mid-1970s than Toyota sells Hiaces now, but lost local dominance when local assembly ended in 1977. Since then the previous T4 and T5 Transporters have been steady but minor players on the local market.

The T6 Transporter gets a range of mechanical upgrades, a sharper but very evolutionary design (it's difficult to pick the T6 from the T5 at first glance), and extra comfort and safety equipment such as the option of Apple CarPlay/Android Auto and lane assist.

It is also available in 12 exterior colours. Many of them are new to the range, such as Deep Ocean, Cherry Red, Grape Yellow, Indium Grey, Starlight Blue and Acapulco Blue.

Under the bonnet from launch are a pair of familiar 2.0-litre turbo-diesel engines, the TDI340 and TDI400. Respective outputs are 103 kW / 340 Nm, and 132 kW / 400 Nm respectively.

Both engines are matched to the choice of six-speed manual or seven-speed DSG dual-clutch automatic transmissions. The availability of an auto sets the VW apart from the manual-only Transit and Trafic.

Most versions are front-wheel drive, but the TDI400 can also be had with more capable 4Motion all-wheel drive.

Fuel economy has been improved by about 0.5 litres per 100 km thanks to idle-stop, and ranges from 7.2 L/100 km on the combined cycle for the TDI340 manual to 8.3 L/100 km on the 4Motion

with DSG.

In early 2016, the familiar 75 kW/350 Nm TDI250 Transporter Runner with manual gearbox will arrive, priced around \$33K.

The suspension comprises MacPherson struts up the front and a semi-trailing independent rear axle with coils and an anti-roll bar, promising good handling and ride comfort. As with every VW Commercial since 1968, this is a much superior system to the crude solid axle and leaf springs fitted to the Toyota and Hyundai. You can option heavy duty and rough road suspension upgrades.

The brakes are ventilated discs all-round, with dimensions of 308 mm/294 mm on the SWB and 340 mm/294 mm on the LWB and cab chassis.

The hydraulically assisted steering gives turning circles of between 11.9 m and 13.2 m depending on body style, and has 3.3 turns lock-to-lock.

The design and dimensions of the Transporter are basically unchanged, as is the shape, meaning existing owners can transfer their fit outs (racks etc) easily.



The SWB sits on a 3000 mm wheelbase, while the LWB has an extra 400 mm between the axles, and at 5290 mm is also 400 mm longer overall. All are 2300 mm wide. There are three different roof heights — 1990 mm, 2177 mm and 2477 mm.

The regular vans come with two front seats but can be optioned with a three-person bench, while the crew van has a folding three-seat second row bench as well.



Cargo volume is 5800 litres in the SWB low roof van, growing to 6700 L in the LWB. The medium room adds 900 L or 1100 L depending on wheelbase, while the LWB-only high roof has a huge 9300 L.

Lengths of the cargo area are 2572 mm (SWB) and 2975 mm (LWB), while the fitment of a partition removes about 250 mm. The crew van has 1600 mm and 1967 mm lengths depending on wheelbase.

All are 1244 mm wide between the wheel arches, easily sufficient for a standard pallet. Payloads are listed as between 1014 kg on the 4Motion DSG through to 1236 kg on the manual SWB.

The SWB gets six lashing rings, while the LWB gets eight. All versions get hardboard side panels and a 12-volt socket. A partition must be optioned — there's no standard bulkhead like on the Traffic.

Meantime, the cab chassis versions come in single and dual cab forms, with three or five seats respectively. The dual cab can be made into a six-seater if you option the front bench.

The payloads vary from between 1172 kg on the 4Motion dual cab through to 1416 kg on the single cab — these figures beat many conventional utes.

Dimensionally, the cab chassis' are about the same as the LWB vans, and have the same 3400 mm wheelbase. The tray dimensions are sizeable — 2939 mm x 1940 mm for the single cab and 2169 mm x 1940 mm for the dual cab.

The cabin is familiar Volkswagen. New features include the updated infotainment systems, new three-spoke multifunction steering wheel.

All T6 models gets dual-front and side/head airbags as standard — not all rivals do. The crew van also gets rear Isofix points. All versions get multi-collision brakes and fatigue alert, while the vans get standard parking sensors (not available on the cab chassis').



Standard equipment on the SWB and LWB includes single sliding side door, roof-mounted tailgate, electric windows, trailer hitch preparation, 16-inch (SWB) or 17-inch (LWB) steel wheels with full-size spare, cruise control, rubber cab floor, 13-cm touchscreen, Bluetooth/USB/SD, reversing sensors. The Crew Van adds rear seats with 2 x Isofix anchors and three adjustable headrests, dual sliding side doors, sliding side windows and rubber covering in load compartment. The Cab chassis are the same as the van but miss out on parking sensors and have fixed rear windows in the dual cab.

For now, the opening price is \$36,990 for the SWB manual TDI340, which is \$1700 cheaper than before. The base Traffic is \$33,490, while the base Transit is \$37,490. Neither of these have auto options. The \$33K TDI250 Transporter Runner is due in a few months.

See the new VW T6 Transporter at your Volkswagen dealer now.

Recommended Retail Pricing (plus on-road costs):

- Transporter TDI340 SWB manual — \$36,990
- Transporter TDI340 SWB DSG — \$39,990
- Transporter TDI400 SWB manual — \$40,590
- Transporter TDI400 SWB manual 4Motion — \$44,090
- Transporter TDI400 SWB DSG — \$43,590
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- Transporter TDI340 single cab chassis DSG — \$44,690
- Transporter TDI400 dual cab chassis manual — \$45,290
- Transporter TDI400 dual cab chassis 4Motion — \$48,790
- Transporter TDI400 dual cab chassis DSG — \$48,290

T6 Multivan and Caravelle.

The 2016 Volkswagen T6 Multivan and Caravelle people-movers have also arrived in Australia this week, alongside their 'T6' Transporter van cousins.

The range is available with between seven (Multivan) and nine (Caravelle) seats, and in a multitude of spec levels from humble shuttle bus through to super-luxury Executive valet options.

All versions are based on the new T6 Transporter van and cab chassis range.

The VW T6 Multivan and Caravelle range will once again fight it out against the cheaper Hyundai iMax, which more than doubled Volkswagen's sales last year. Volkswagen will also seek to pinch some sales from the top-selling, car-based Kia Carnival and Honda Odyssey.

Furthermore, the new Executive and Highline versions of the Multivan will tackle the luxurious but conceptually



similar \$85,500 Mercedes-Benz V-Class at the top end of the market.

Two 2.0-litre turbo-diesel engines are available here. The entry unit is shared with the Transporter, and makes 103 kW / 340 Nm.

The TDI450, though, is a step up on the vans' TDI400 unit. It pumps out a potent 150 kW / 450 Nm.

The engines are matched to a seven-speed DSG dual-clutch automatic gearbox as standard. The Highline TDI450 has a unique selling point of 4Motion all-wheel drive, while the rest are front-wheel drive.

Fuel consumption varies from 7.7 litre per 100 km on the combined cycle for the base TDI340 through to a surprisingly more frugal 6.5 L/100 km on the TDI450 — obviously there are benefits to it being so under-stressed and torque-rich.

The suspension comprises MacPherson struts up the front and a semi-trailing independent rear axle with coils and an anti-roll bar, promising superior ride and handling to its Japanese and Korean competitors. This is the same setup as the T6 van.

The brakes are ventilated discs all-round, with dimensions of 340 mm/294 mm.

The hydraulically assisted steering gives turning circles of between 11.9 m and 13.2 m depending on body style. The higher-spec versions get Servotronic speed-sensitive steering too.

The breakdown is this: Caravelle = nine seats across four rows (2+2+2+3). Multivan = seven seats across three rows (2+2+3, with swivelling captain's chairs in the middle and sliding rails).

The Multivan can be had in two lengths — the SWB in Comfortline, Generation Six and Highline guises has a 3000 mm wheelbase and measures 4904 mm long. The LWB Comfortline and Executive versions are 400 mm longer both between the axles, and overall.

The nine-seat Caravelle is based on the LWB, and shares dimensions. This workhorse has about 300 litres of cargo capacity behind the fourth seat row.

All models get dual front and dual side/head airbags, but only SWB versions get curtain airbags. The LWB Multivan models — even the high-end Executive — and Caravelle don't get curtain airbags.

This is typical for many van-based people-movers — a key distinction between them and car-like people-movers/large SUVs.

The Multivan comes with a huge list of standard features. For the Comfortline TDI340 SWB and LWB, these include second-row captain's chairs, four Isofix anchors, multi-collision brake, front and rear parking sensors, reverse-view camera, blind-spot monitoring (SWB-only), autonomous low-speed brakes, daytime running lights, automatic headlights, rain-sensing wipers, dual sliding side doors with sliding windows, trailer hitch preparation, 16-inch (SWB) or 17-inch (LWB) alloy wheels, full-size steel spare, front and rear air conditioning controls, cruise control, three-spoke multifunction steering wheel, 16-cm touchscreen with Apple CarPlay/Android Auto, Bluetooth/USB/SD, 2 x 12V sockets, digital speedo, roof lights full-length, carpet floor mat, chrome and leather cabin inserts, cloth seats.

TDI450 SWB 'Generation Six' extras above the Comfortline include unique two-tone paints, LED headlights/tail-lights/DRLs, rear privacy glass, chrome exterior highlights, 18-inch alloys silver or white finish, tyre-repair kit (no spare), adaptive cruise control, colour TFT instrument display, coloured cabin inserts, power-folding exterior mirrors, heated front seats, alcantara seats, electric side doors.

The Highline TDI450 SWB also includes 17-inch alloys wheels with full-size alloy spare, satellite-navigation, voice control with digital voice enhancer, speed-sensitive steering, 12-way electric front seat adjustment, Nappa leather seat trim, pop-out swivelling coffee table for the middle row.

The Caravelle Trendline TDI340 LWB includes nine seats (no curtain airbags); four Isofix anchors, multi-collision brake, rear parking sensors, reverse-view camera, daytime running lights, automatic headlights, dual sliding side doors with sliding windows, trailer hitch preparation, 16-inch steel wheels, full-size steel spare, front and rear air conditioning controls, cruise control, three-spoke multifunction steering wheel, 13-cm touchscreen, Bluetooth/USB/SD, digital speedo, roof lights full-length, carpet floor mat, cloth seats.

Pricing for the Multivan kicks off at \$49,990 and climbs to an eye-widening \$80,490 in Executive spec. The opening Multivan price is the same as the base T5 version, so it's sharp





value compared to before. Better still, T5 Comfortline was \$7000 pricier than the new T6, albeit it had a bigger TDI400 engine.

The Highline versions are now \$76,490 (front-drive) and \$79,990 (4Motion), which mean \$2500 and \$2000 hikes respectively. The \$80,490 Executive undercuts the high-end Mercedes-Benz V-Class by about \$5000.

Meanwhile, the Caravelle's \$49,990 price is \$700 cheaper than before. It undercuts a 12-seater HiAce by \$6500.

See the new T6 Multivan and Caravelle at your Volkswagen dealer now.

Recommended Retail Pricing (plus on-road costs):

- Multivan Comfortline TDI340 DSG SWB — \$49,990**
- Multivan Comfortline TDI340 DSG LWB — \$53,990**
- Multivan Generation Six TDI450 DSG SWB — \$74,990**
- Multivan Highline TDI450 DSG SWB — \$76,490**
- Multivan Highline TDI450 DSG 4Motion — \$79,990**
- Multivan Executive TDI450 DSG LWB — \$80,490**
- Caravelle Trendline TDI340 DSG LWB — \$49,990**

New VWs for 2016.

Details of the new and updated Volkswagen models launching in Australia in 2016.

Passat Alltrack — Q1

The rugged B8 Passat wagon-based Alltrack crossover will arrive in Australia by March, complementing the smaller Golf Alltrack and giving VW a rather unique crossover SUV offering.

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



It's expected that our market's version will initially, at least, receive only the 140kW/400Nm 2.0-litre turbo-diesel from the regular Passat. Expect it to command a few grand premium over the regular Passat wagon, pointing to a price in the high \$40Ks.

Tiguan — Q4

A massively important launch for the company is the new-generation Tiguan compact SUV, which looks to mark a big step up over the aged current model.



For starters, the new more ruggedly designed model is 60mm longer and 30mm wider than the current car, making it more closely aligned to top-sellers such as the Mazda CX-5. It also gets a much larger boot, at 521 L.

Based on the Volkswagen Group's MQB component matrix for transverse engine, front- and all-wheel cars, the Tiguan is nevertheless said to weigh around 50 kilograms less than before.

Volkswagen has already been open about its hope that the new Tiguan will double the sales of the current car, which is already the second-most popular current VW model in Australia after the Golf.

Amarok update — Q4

The updated 2017 Amarok utility range is expected late in the year, bringing with it some welcome cabin updates such as new infotainment with Apple CarPlay/Android Auto. However, don't expect too many changes to the 2.0-litre Biturbo-diesel engine under the bonnet, or any great shake-up to the rugged and boxy styling.



In 2015 Volkswagen had a 5 per cent share of the 160,000-strong Australian ute market, and is up in both 4x2 and 4x4 segments. Much of this is down to its new entry level workhorse variants that target the base Japanese entrants, and

appeal to tradies rather than weekend warriors – though half of all sales remain the Highline.

“It’s a hard thing to break into, that’s the Aussie ute market,” said Volkswagen Commercials Australia director Carlos Santos. “We still have to build that street cred and create that toughness image, which I’m not sure we’ve quite got yet, and that’s why I still think there’s so much potential... you’ve got to prove yourself.”

2015 was the year of the ute. New-generation versions of the Toyota HiLux, Nissan Navara and Mitsubishi Triton arrived, as did upgrades for the Ranger and BT-50. The Amarok, though, is largely unchanged since 2011. The second generation Amarok isn’t due for a few more years yet.



TDI fixes.

Volkswagen has outlined how it plans to fix two of the EA189 turbo-diesel engines that defeated the US emissions tests, in a submission to Germany’s Federal Motor Transport Authority.

For the 1.6-litre version of the EA189 TDI engine, VW is planning to fit a flow transformer upstream from the air mass sensor. VW says that the transformer “calms the swirled air flow in front of the air mass sensor and will thus decisively improve the measuring accuracy of the air mass sensor”.

Air mass throughput is said to be a “very important parameter for the engine management for an optimum combustion process”. Dealership personnel will also update the engine’s control software.

All up, VW estimates the fix will take around an hour to implement.

For the 2.0-litre EA189 turbo-diesel, VW is proposing a software upgrade to rectify its current problems. This change, it says, will take under 30 minutes for dealers to apply.

“Thanks to advances in engine development and improved simulation of currents inside complex air intake systems, in combination with software optimisation geared towards this, it has been possible to produce a relatively simple and customer-friendly measure,” Volkswagen said in its submission.

“The objective for the development of the technical measures is still to achieve the applicable emission targets in each case without any adverse effects on the engine output, fuel consumption and performance. However, as all model variants first have to be measured, the achievement of these targets cannot yet be finally confirmed.”

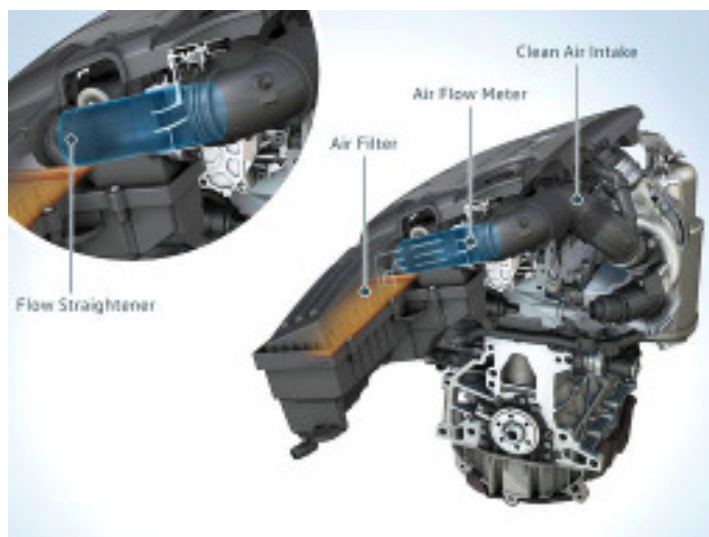
Assuming Volkswagen’s proposed changes are accepted by the German authorities, the automaker plans on implementing these fixes from the beginning of 2016.

VW hopes to minimise the impact on customers as it seeks to roll out the updates. As such, it will “contact all customers and endeavour to consider individual customer needs during the implementation of these measures to avoid any disadvantages for the customer such as possible curbing of their mobility” and will “thus ensure that all customers are offered appropriate replacement mobility options free of charge”.

Owners of affected vehicles will have until December 31, 2016 to have their cars upgraded and fixed, as Volkswagen is “expressly forgoing the right to plea on the grounds of statutes of limitations in respect of any warranty or guarantee claims due to the software installed in vehicles with EA 189 engines, as long as the rights to make any such claims have not already expired”.

Similar measures are expected to come from Volkswagen Group brands that have used the affected engines, including Audi, Skoda and Seat.

Volkswagen is currently working on a solution for its 1.2-litre three-cylinder turbo-diesel engine. VW believes that a solution will be detailed by the end of the month, and that the only changes required will be to the motor’s software.



It should be noted at this point that the fixes detailed here are purely for the European market. VW may need to institute more extensive fixes in the US, where just under half-a-million Audi and Volkswagen cars were sold with the affected 2.0-litre EA189 engine. VW’s legal battles in the US over the emissions ‘scandal’ are ongoing.

Volkswagen Australia has not yet made any comment on how these technical developments will play out in our market.

Model range to be trimmed.

In addition, the Volkswagen Group plans to save 1.9 billion Euros (A\$2.8 billion) by cutting model variants and trim options from the VW passenger car, SUV and



most nominations with 8, followed by Japan and Thailand with 3 each. The Czech Republic, South Korea and UK had 2 models each, while Spain, Slovakia, Sweden, Hungary and Italy had one each. For the first time ever, no Australian cars were nominated for the award (and probably won't ever again, seeing all local car manufacture will cease next year.)

The Volkswagen Group was represented by the Skoda Fabia, Audi TT and Audi Q7, with the new Passat 8 being the only Volkswagen-badged model taking part. The new Passat is the current European Car of the Year, so it stood a very good chance.

Wheels use a panel of expert testers and journalists to test the cars over a rigorous course that includes public

commercial vehicle ranges as the cost of the emissions scandal becomes clearer.

Volkswagen chief labour representative Bernd Osterloh told reporters in Germany that reducing manufacturing complexity was a simple way to make big financial savings as it attempts to offset the cost of recalls and fines.

"We from the works council have long flagged the huge range of model variants and different components," Osterloh said.

"That brings enormous complexity and adds to costs, for example, for logistics. We can take out costs there on a large scale and don't have to talk about job cuts."

Bloomberg reports Volkswagen's senior executives will also accept lower bonuses to assist in the company's wider savings effort.

VW is targeting 5 billion Euros (A\$7.4 billion) in savings through efficiency gains. It's also planning to cut investment into the brand by 1 billion Euros (A\$1.5 billion) per year.

Volkswagen currently estimates the emissions scandal will cost the Group 8.7 billion Euros (A\$12.8 billion).

highways, city streets, outback roads and the GMH Lang Lang proving ground. Included on the panel is Wheels journalist Nathan Ponchard, who members may remember as former Editor of the 4-issue Australian Volkswagen Magazine, a short-lived mag published by Express Publications after the previous Geoff Paradise series ended. Nathan did a very good job before Express shut the magazine down. He came along to the Club VW Christmas meeting in 1998, and attended the VW Nationals a few times too.

Cars eliminated in the first round of the Wheels COTY this year (after the Lang Lang tests) included the Audi TT; BMW 2-series Active Tourer, 7-series and X1; Ford Everest and Mondeo; Honda HR-V; Hyundai Tucson; Jeep Renegade; Kia Optima and Sorrento; Land Rover Discovery; Lexus RC; Mercedes S-Class Coupe; Skoda Fabia; Suzuki Celerio and Vitara. That left 8 cars remaining for Stage 2, the road tests.

Eliminated in this round were the BMW I8; Mazda CX-3; Mercedes AMG GTS; Volvo XC90 – and sadly the VW Passat. Wheels' John Carey made these comments about the Passat:

Wheels COTY 2016.

The longest-running and (still) the most prestigious of the Australian car awards, the Wheels Magazine Car of the Year, has been announced for 2016.

There was no 2015 COTY. In previous years the award was named for the best car released the previous year, so last year the 2014 COTY was awarded in January 2015 for the best car of 2014. Now, however, the 2016 COTY has been awarded in January 2016 for the best car of 2015 (does that make sense?)

The Wheels COTY award was first given in 1961, and is the longest-running such award in the world. Volkswagen has won it five times – for the Passat 1 (1974), Golf 1 (1976), Golf 6 (2009), Polo (2010) and Golf 7 (2013). Last year's winner was the BMW i3.

For this year's award Wheels nominated 25 cars, all of them the best new models that had debuted on the local market during 2015. Germany (as we would expect) had the



"Sexy isn't a Wheels COTY criteria, which is probably a good thing for the Volkswagen Passat. As with previous Passat iterations, this newly minted mid-sizer is all about clean-cut visual neatness, yet it rollicked all over the five COTY criteria. Efficiency: tick. Safety: tick. Value: tick. Technology: tick. Function: huge tick. It stormed into the second round with the frugality and verve of its four-cylinder



engines, all the while impressing with its upmarket cabin, a blend of carefully crafted shapes and well-chosen materials that give the conservatively styled car a premium ambience well beyond its \$35K starting price.

“But value was a two-part story with the Passat. In its most affordable form, the 132TSI, those elegantly executed Teutonic finishes and its exemplary attention to detail allow it to soar above rivals. That it does so despite dropping some 10 percent in price – now undercutting several key rivals – is impressive. As the first mid-sizer with Apple CarPlay and Android Auto – the next big connectivity must-haves – it brings relevant tech to the table, too. Having auto emergency braking, blind spot warning and radar cruise control from the \$39,990 Comfortline up is also a win.

“Yet in the \$50K-plus Highline with R-Line sporties thrown in (up to \$3000 extra for the latter), the only-partial electric seat adjustment and lack of features such as digital radio are suddenly more apparent against mid-sized rivals and more expensive contenders that could conceivably wear a three-pointed star or quartet of rings. Cheap sound from the audio system is also a rare letdown.

“That R-Line pack, too, takes the edge off the Passat’s superb dynamics, a result in part of the stretched MQB architecture also employed for Golf. Grip from the 19-inch tyres is great, but broader 40-series rubber is chunky over choppy surfaces.

“On the standard 17s it’s a different machine, elegantly waltzing over all manner of irregularities, in the process beautifully containing unwanted body movement. Quiet, too, with hushed wind noise and impressively tempered tyre roar.

“From the driver’s seat, Passat’s understated demeanour transforms into a tantalising handler. Sharp turn-in only ends in understeer when you tip in far too fast; even then it’s neutral enough to tease the tail around too. No medium car corners with the verve and eloquence of the Passat.

“Refinement is top notch, too, especially in the 132TSI that uses its 1.8-litre turbo to good effect. Modest 132 kW/250 Nm outputs are helped by a lightweight frame and its willingness to explore its upper limits, as well as the slick-shifting seven-speed dual-clutch ‘box (there is no manual).

“The diesel isn’t as adept, with some top-end breathlessness and less of the silky rev-fest that characterises the TSI. Some stop-start DSG hesitation is also a tiny chink in the polished Passat’s mid-sized armour.

“But calling it a mid-sizer is underselling its internal dimensions. Passat’s boot is a Commodore-walloping 585

litres (650 for the wagon) while rear seat space is closer to large-car sprawling than the Mazda 6s and Subaru Libertys it competes with.

“It offers the utility and space many vastly more popular SUVs don’t come close to. A family of four or five could comfortably load into a Passat for the Big Trip. That it manages to do so while driving with maturity and corner-cutting confidence cements the Passat as a new benchmark in its class.

“Key to its talent is impressive weight saving, a result of increased use of aluminium, including in parts of the body. From 1450kg, it’s one of the lighter medium cars on the market, and one of the most spacious – something that helps everything from its agility and performance to fuel economy.

“Yet the Passat has a large, threatening cloud hanging over its COTY contention. While the new Passat is so far not part of the worldwide emissions scandal, there was heated debate about what we can – and can’t – believe from an automotive group embroiled in what is an enormous fraud. After all, at the crux of the emissions scandal is a company that has deceived everyone from its customers to the world’s toughest regulators.

“Yet it was the lack of genuine innovation – Passat is more about refining a proven formula – that saw its COTY run end in the second round.

“Ultimately, it was deemed a great mid-sizer – brilliant, even – but one that achieves its excellence without the spirit and fizz necessary to really elevate itself. That and the fact the Passat was up against a stellar field, and one with a diversity and breadth COTY has never experienced before.”

That left just three cars to fight out the Wheels COTY for 2016 – the Audi Q7, Jaguar XE – and the eventual winner, the Mazda MX-5.

Australia’s Best Cars (?)

The 2015 NRMA/RACV/RACQ/AA ‘Australia’s Best Cars’ award winners have still not been announced, but the Australian Automobile Association (AAA) have announced the 45 finalists. No Volkswagens have been included. The winners in each category to be announced in Sydney on 25 February.

Now in its 17th year the program continues to evolve to meet the changing needs of the market. This was evident in the disruption to the 2015 program caused by issues regarding emissions compliance and the use of so-called ‘defeat devices’ in several million Volkswagen Group TDI diesel vehicles worldwide.

As we reported last month, the AAA Board formed the view that the program could not accurately or fairly assess Volkswagen Group vehicles against each criterion and as a result, Volkswagen, Audi, and Skoda vehicles were unable to be considered in this year’s program.

Seeing as the NRMA does not do emissions testing on Australian market vehicles, why does VW’s US-testing emission scandal affect the entrants? Why were Toyotas not excluded over the last few years with their numerous safety recalls? And why were petrol Volkswagens not considered, seeing as they are not affected by the diesel scandal?



Joe's Tamworth Country Music trip.

It's that time of the year when country music fans go to Tamworth to listen to country music and just have a good time. This time around it was very different for me because I didn't go with the Kombi and sleep in it like I've been doing for the last 9 years. This year I travelled with my brand new Beetle. It's a lot more comfortable ride, much faster sitting on 105 km/h on the freeway and the air conditioning came very handy especially on the return trip where the temperature reached 40 degrees on the Putty Road.



I left on Sunday morning at 9am and followed my mates in their car, took the F3 motorway and then past Freeman Drive we headed north west via the new freeway near Hexham which took us all the way to Singleton, it's a much quicker way than the normal route I've taken in the past through Putty Rd or via Wollombi.

At Singleton we stopped for lunch in the Shopping Centre. When I came back to the car there was a black Beetle parked next to me, what a coincidence! You can see the difference between the new new and the (old) new Beetles; see the photo attached (on the cover this month, Joe).

On Sunday evening we stayed at the Hermitage Hotel in Quirindi, this is where my mates were staying for the rest of the week. On Monday morning I drove to Tamworth and put up tent in the grounds of St. Nicholas Catholic school which is in Cartage St, about 5 minutes walk from Peel street where all the buskers do their stuff.

Once again I caught up with Chad Morgan at Shopping World Centre. At the age of 83 (his birthday is 11 Feb) he still draws a big crowd. It seems that only ill health or death will

stop him performing. His wife doesn't come with him any more because of ill health. His son Chad drives him down from Caboolture, see photo Father and Son. Chad junior told me he was driving those big trucks in Western Australia, when his father called him and told him to give up his job and start working for the legendary Chad Morgan and take him wherever he was needed to perform all over the country. Young Chad is 57 years old.



Whilst in Tamworth, I also caught up with Johanna Hemara who was doing her yodelling in Peel street, see photo attached. She's living in Tamworth now, but we could still see her at the Nationals if her manager can book another gig for her in Sydney, it's a long way to come for just one job.

Once again the temperature was kind to me, it reached around 30 degrees on the Monday and Tuesday I was there and surprisingly the nights were cool. I had to put the doona



on at night ! I left Wednesday morning about 8am and by midday the temperature outside the car was 40 degrees, so I guess it was hot hot hot in Tamworth too and if I stayed another night, it would have been too hot to sleep in the tent.



Before I wrap up this story, has anyone heard of the whipcracking champion Nathan Griggs ? if not look him up on www.nathangriggs.com.au His performance alone in Peel street was absolutely fantastic.

Joe Buttigieg

VW Watercooled Summer Cruise 2016.

Sunday the 17th January saw the first Club run for the year, the 10th running of the Watercooled VW Summer Cruise. It's named after the vwatercooled forum, not the type of VWs that are invited! All VWs were welcome, and this year we had a great mix of old and new.

Aaron founded the run ten years ago but is now living in Melbourne, so our club has been running the day for several years. While the cars met at the start at Uncle Leo's at Liverpool, several keen helpers such as Steve, Rudy and Brian were setting up the tent and BBQ at Stanwell Park for the arrivals later.

A few VWs were already at Uncle Leo's at 8:30 and enjoying early coffees and chat. It was a fantastic turnout at the start, with around twenty VWs ready to go by the 9:30 departure time. Some were our usual members but most were new, having heard about the run on the forums and, especially, on Facebook. Thanks Norm for the Facebook promos! We handed out print-outs of the Google Maps route, and Peter



volunteered to lead the convoy away at 9:30 sharp. A terrific line of VWs headed down the highway. I stayed back for another 20 minutes in case of any late-comers.

There weren't any, so I headed off just before 10am. I took the first Campbelltown exit rather than the Narellan Rd exit, which I knew has been jammed by roadworks for years and would be a crawl. Sure enough I caught up with the





convoy as they turned onto Appin Rd.

It was a slow run along the single road highway into Appin, with the VWs mostly sticking together. Some more VWs were waiting at the park at Appin, so some convoy cars slowed and turned off to join them. Most of them continued on. I pulled off and chatted with the last of the cars waiting at the park. Once the traffic cleared, we all headed off towards the end some 15 minutes later.

It was a faster run once clear of Appin and we cruised along Appin Rd past Cataract Dam towards Bulli. At the top of Wollongong we had the choice of either heading back up the motorway and turning off at Helensburgh, or heading down Bulli Pass and along the coast road. We took the Bulli Pass, down the steep hill and left at the bottom to Thirroul. It's always a nice drive along the coast road through Coledale, Scarborough, Coalcliff and the cliff bridge, but slow because of the Sunday tourist drivers.

At Stanwell Park some of the leaders got a little lost,



but soon found their way to the parking area at the beach. The parking lot was already full, most of them VWs. I jumped into a spot and got out to join the others at the club tent.

Steve had done a great job of setting up and the BBQ was already sizzling with help from Rudy and Craig. The VW drivers enjoyed the yummy lunch and drinks (gold coin donation for charity) and chatted together. Many of them were first-timers from facebook, so it was great to chat about our VWs. Hopefully we will have quite a few new members as a result.



Thank you to Steve and the other guys and girls who did all the gear-lugging, setting up, cooking and clearing away. Great to see so many new VWs and their families come along, and hope to see you at more future club runs.



calamari. There were several large banquet dishes of these, and although they were soon cleared out, another round of dishes was brought out. Already some people were starting to slow up, but more was to come.

Then it time for the start of the main course – giant platters of pasta, with mountains of spaghetti, penne and fettuccini. These were very yummy, and after several helpings each another round of platters were brought out! Everyone was almost full at this stage, but it was a shame to see any go to waste. The boys took turns at finishing off the pastas while the girls sipped their wines.

Then the salads came out, but not many had room for any more. Dave called the waiter over and told him to forget the pizzas – everyone was full! However they did agree to bring out a couple of them. Dave ordered a Mexican, and a Nutella and banana dessert pizza! By the time these came and

Monte Carlo Pizza night at Riverwood. Saturday 30 January

The last weekend of January saw annual club Pizza night at the Monte Carlo Pizzeria at Riverwood, one of our favourite restaurants. A social night out with fellow VW nuts and their families, with great food, is a fantastic way to start the year.

The drizzly weather didn't cooperate, but at least it was quite warm, so shorts, thongs and Hawaiian shirt was perfect.

Dave had booked a large al fresco table out on the footpath as usual, and there were a dozen members and their families there when I arrived. Monte Carlo has a large overhang with weather partitions, so the light drizzle would not spoil the evening.

Even though it was the end of the school holidays, only one family brought kids – Leigh and Belinda brought along young Dylan – and by next year he will have a brother or sister to join us!

In no time the garlic breads were coming out, while a few latecomers were still turning up at 7pm, and even at 7:30pm when it almost dark. Dave soon requested the entrees, which were the sizzling garlic prawns and crumbed



were consumed, everyone was as full as a gook. I managed one slice of dessert pizza, but couldn't finish one slice of the Mexican.

It was time for coffees, by which time everyone was looking rather full, tired and glazed-eyed. Belinda packed up Dylan and Leigh and took them both home. We finished our coffees, staggered to our feet and said our goodbyes. Dave asked for just \$20 a head to cover costs, and we headed off home with the evening weather clearing up.

Thank you to Dave for organising another fantastic evening at Monte Carlos. On another evening I'll go for a Special pizza with everything on it – but NO entrees!





The Toy Department.

Some time ago we featured the availability of some large T3 Scale models namely in the popular and rather large scale of 1/18th scale. Given that a T3 Transporter is some 4570mm long, this makes a 1/18 model 254 mm long!

Earlier this year much to everyone's surprise Premium Classixx released two versions of a T3a (ie air-cooled) Westfalia "Joker" Camper one a high roof version in brown and the other a green standard pop top.

Also realised was a pale blue T3a panel van, with an Orange/White T3a Microbus on the way was well.

Most of us have been waiting on the sidelines for at least 4 years since "road legends" suggested a T3 die-cast model in 1/18 scale but to date it seems that this project may have been shelved.

The other popular manufacturer is Schuco of Germany who have release prototype illustrations of their version of

the T3 in camper and Microbus in 1/18 scale and whilst not yet delivered I would suggest and going by past standards and commitments by Schuco these are very likely to be available sometime during 2016.

Back to the Premium Classixx the recent release is somewhat unusual for a model in this scale due the fact that this model is manufactured in resin rather than diecast.

This unusual casting caused me to research "resin"



VW T3a Camping Westfalia Joker mit Faltdach
Scale: 1:18, No. PCL30030



VW T3a Bus
Scale: 1:18, No. PCL30025

model cars and there seems to be quite a lot of debate out there and resin is becoming very popular in the model industry and with collectors despite some for and against over diecast metal.

It is best to probably best at this point to summarise the pros and cons between resin (plastic) and Die-cast (Metal)



©Modelissimo

Resin model

Pros - have no metal components other than the wheel axles. The paint finish is much superior to diecast and artificial light reflects against the paint work giving it a better paint finish without any imperfections. The model is lighter in weight and finer details such as badges, trims, lights and decals come up looking much better due to the technology used in manufacturing.

Cons – No opening doors or pop top roof. This a major drawback and in my view perhaps an excuse to produce more for less cost, which by the way does not cascade down to the buyer (Collector). In other words the model will cost \$300 shipped down under and much is depended on the exchange rates at the time. It is very much a pity that no doors open on this model considering the extremely detailed interior.

Diecast Model

Speaking on 1/18 Scale this a very sought after scale with collectors and when paying up to A\$300, opening doors, sliding doors, and engine lid to reveal the engine and chassis is always going to a winner over resin in my books.

Summary

I did purchase the green Joker Westfalia and I must say I was impressed with the finish but certainly disappointed that it had no opening features and the cost was the high side considering that there would have been a lot less manufacturing costs in making the model.

For now I and many of you await the Schuco releases hopefully later this year.

Tony Bezzina

Australia Day at Parramatta.

I recently went to the Australia Day CARnival, which has been moved away from the city thanks to Clover Moore and is now held at Parramatta Park.

I arrived early and we went into the park grounds. There were about 200 classic cars in the far section of the park,. There were lots of things on at Parramatta Park but we were a long way away from them. I talked to Wayne most of the day. Norm took this photo for the magazine.

Jeff Swords



Ailsa emails Carl.

Hi Alisa, Happy New Year. Hope all is going well.

Just a courtesy email to say Hi and enquire about your career with Volkswagen. Hopefully all is going well.

Club VW would love to hear from you and how all is going at VW (especially after the "scandal" in the USA)

In the meantime my '73 Beetle 1300 was finished in December after 22 months of restoration. It is hard to believe the difference a car can be especially to drive. No more rattles and squeaks, and a lot quieter because of the sound deadening across the floor, doors etc.

Anyway we look forward to hearing from you and reading your final paper when you finish your course.

Best wishes,

Carl Moll

Dear Carl,

Happy New Year to you and the Club, too! Great to hear from you! I'm sorry for the delay, I spent New Years on holiday in Mexico and travelled around there for 3 weeks. You can't imagine how many old Beetles drive around there. Some of them look really old and you can see that they weren't cared for, but some look super nice.

In Mexico, the old Beetle is like a Golf for us, you see it everywhere. Besides that, the Mexican people were really friendly, we enjoyed the food and especially the weather. Back in Germany it was snowing with minus 15 degrees.

It's been since July that I started working in the central office in the Marketing department and it's good fun. However, with such a large company it's always hard to make big changes, so I am still trying to find the right people to talk to with my Masters Thesis and the club subject. However, I have handed in the thesis in July and successfully finished my degree with a presentation and good talk at the end of September. Would you like to read it? I am quite happy with the result, but it's definitely not "perfect".

The scandal was hard for us in Wolfsburg especially because the employees in Wolfsburg work here for generations and love it to work here, thus they were very disappointed. And as you have heard from the news, they made a lot of management changes. Of course, there are also changes in projects and priorities, and the overall strategy. On the one side, it was shocking and disappointing, on the other side it seems to be a chance for the company to make a change. I am very excited to see the change.

How are you doing? How is the club doing? Any big changes or news? I am still happy to be a member and receive all the emails. And wow, your Beetle looks really amazing! I have to admit that this is absolutely my favourite Beetle colour! And I also saw your Beetle on the title page of the new Club magazine, congratulations :)

Thanks for writing me, don't forget to say hi to everyone and have a great weekend! Next time I will be in the Autostadt, I will take some images with the mug or jacket - they have travelled all the way to Wolfsburg :)

Best regards from Wolfsburg,

Alisa Root
Volkswagen AG, Germany

VW sculpture gone.

One of the strange fashions of our trendy inner-city councils is to create 'urban sculptures' in public spaces. A particular trend a few years ago, believe it or not, was to make sculptures out of old Volkswagens!

You've probably seen the two-part one on South Dowling St at Moore Park, on the Cleveland St intersection opposite the Bat and Ball Hotel. That one is a two-part flower garden, made out of the separate front and back ends of a purple Superbug.

A few years ago I found another one. In late 2011 I was interested in the progress being made on the light rail extension, which was being constructed from the Lilyfield terminus to Dulwich Hill along the old city goods line. This was once a goods line railway that ran from the Darling Harbour goods yards through Leichhardt to a junction with the Bankstown line. Goods trains could then travel through Marrickville and join the other goods line to Mascot and Botany, or west to the Enfield freight yards.

The city goods railway was closed in the early 1990s, when Darling Harbour was redeveloped from a freight yard into today's tourist, entertainment and leisure precinct. Only one section of the old line was reused, which was the section from the Powerhouse Museum to Pyrmont Power Station (demolished to build Star City casino) and around via the Fish Markets and Wentworth Park to Lilyfield. This became the Sydney Light Rail (tram) Line.

The rest of the former goods line lay rotting and unused until the early 2010s, when work finally began to convert the rest of it to tram line.

One afternoon in late 2011 I parked the Kombi near Dulwich Hill Primary School, and walked over the Hercules St road bridge over the old rail line. I could see some machinery and groundworks under way on the old track.

At the end of Hercules St is a large triangle of reserved railway land. This is where the goods line ended and joined the Bankstown line, with one curve stretching west, and one east. This allowed goods trains to turn either west towards Canterbury and Bankstown (and the goods line to Enfield), or east towards Marrickville and the Botany line. This formed a triangle of grassy land in-between the rail lines, about 200m a side (see UBD map 254, J12).



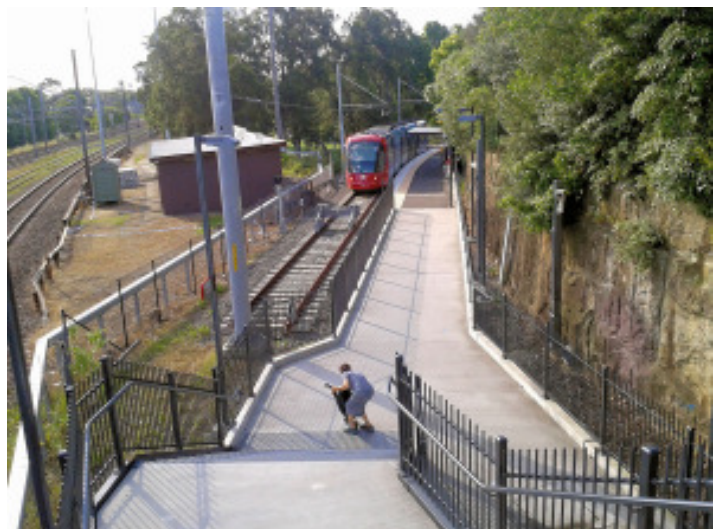
The council had already made a park in the triangle of land, with some tennis and basketball courts, skateboard park, playground and picnic seats among the trees. An asphalt

walkway meandered through the middle.

As I walked across the triangular park towards the eastern end, where the goods line once joined at the Marrickville end, I spotted this Volkswagen sculpture set into the ground. It was a real steel VW, mid-'60s vintage. It had been filled with concrete and painted with graffiti. No openings were visible; they had all been filled with cement, including where the tyres and wheels had once been. There was no no plaque or sign anywhere to tell what it was about, or why it had been put there.



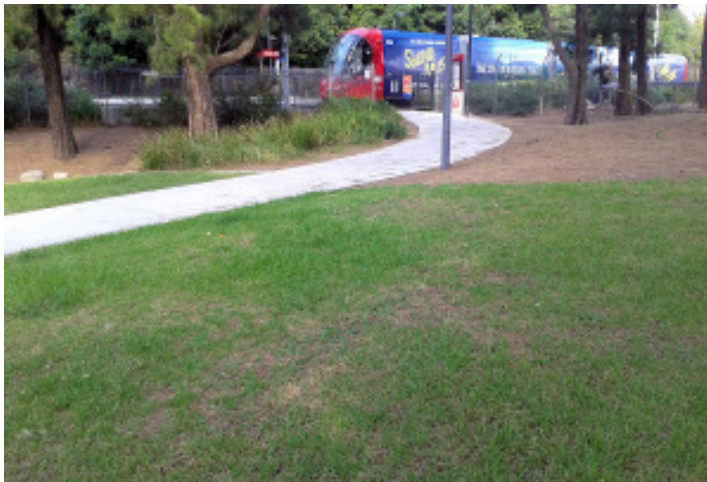
Time passed and the light rail extension was opened last year. Before Christmas I finally got the chance to ride it, all the way from Central to Dulwich Hill, where the old goods line has been cut and now terminates. It takes the Opal card and it's a pretty cool way to travel. The tram carriages



are all new, and the housing developments along the former dead goods line have to be seen to be believed.

As we approached the Dulwich Hill terminus I remembered the concrete-filled VW in the triangle park, and wondered if it was still there.

Nope! The park has been redeveloped with new landscaping, a new concrete path to the tram station and new fencing and plantings. The VW is gone; in fact, the new pathway goes pretty much right through where it was. Compare these before-and-after photos.



A rubbish sculpture yes, but a shame to see it gone. It's hard to imagine any other fate for it after being removed, except being totally junked.

Still, I enjoyed the tram ride.

Phil Matthews

Steyr-Daimler-Puch.

Volkswagen's current-day 4WD (or 'all-wheel-drive') system, used on VW's high performance road cars and SUVs, is called 4MOTION. However this wasn't VW's first 4WD system. 4x4 Schwimmwagens and Kommandeurwagens had been built during the war, but none were built after 1946. The next 4WD production Volkswagen had to wait until the 1980s, when the 'Syncro' system was introduced. But this system wasn't designed by

Volkswagen; it was designed and built by Steyr-Daimler-Puch in Austria. Who are they?

Their story begins in 1864 when Josef Werndl (1831-1889) took control of his father's arms factory in Steyr, at the meeting of the Steyr and Enns rivers, and founded a new company to mass-produce weapons. The concentric circles of the Steyr badge represent a shooting target.

The Austrian Army adopted a breech-loading rifle design of theirs, and sales grew to the point that the Osterreichische Waffenfabriksgesellschaft, as it was known, was the biggest arms works in Europe by 1890. The company expanded into airship engines and bicycles, and by the end of WW1 the company had made 9 million rifles, half a million hand guns and 50,000 machine guns.

The post-war arms ban forced the company to look for new products, and like many others it turned to motor cars. The first was the Steyr Waffenauto or 'Arms Car' of 1920, designed by the talented Hans Ledwinka and powered by a 3.3-litre 40-bhp six-cylinder engine. Ledwinka had in fact started work on this car in 1916 when he worked for Nesselsdorf in Czechoslovakia, but he moved to Steyr in 1917, bringing some engineers with him. Ledwinka also wanted to build a small 2-cylinder car, but Steyr turned him down and he left in 1922. His ideas later emerged in Czechoslovakia as the first Tatra.



Steyr produced other cars based on Ledwinka's design, mostly fours but some six cylinders as well up to 1925. In 1926 the company reorganised as Steyr Werke AG, and production of the new Type XII began. Three of the 5,000 cars built in 1929 were 8-cylinder 100-bhp 'Austria' models designed by Ferdinand Porsche, who had joined Steyr in 1929 from Daimler-Benz. It was an excellent car, but it was now the Great Depression and big, luxurious cars wouldn't sell. In autumn 1929 Steyr's production stopped completely when the company's bank, OB, failed. Steyr were then obliged to collaborate with Austro-Daimler-Puchwerke AG because they suddenly shared the same bankers, Kredit-anstalt am Hof.

Let's look now at Steyr's new co-operatives. Johann Puch (1862-1914) set up a bicycle works in Graz in 1899 after some other attempts, and progressed from three to four-wheelers by 1900. He couldn't get backing to start full production however, so he began making motorcycles in 1904. At this time he was also an agent for BMW Dixi cars from Eisenach, but by 1906 had finally launched production of a small vee-twin 9-bhp voiturette that achieved success in the 1907 Semmering



racers. By 1908 cars were as successful as motorcycles and Puch had a workforce of 800. The successful Alpenwagen was introduced in 1913 and was built until 1923.

By World War 1 Puch (it rhymes with 'book') was building trucks and railcars, and the company was renamed Puchwerke AG after Johann Puch retired in 1914. Military contracts kept the company going through the war, and car production resumed in 1919. Puch introducing a smaller Alpenwagen that year, but it was not a success. Instead, motorbike production increased with the brilliant 'split-single' design of 1924 being the most popular. This two-stroke design style was a Puch feature for almost 50 years thereafter. Car production was dropped in 1925.



In December 1928 Puch amalgamated with Österreich Daimler Motoren AG, maker of the Austro-Daimler. Time for another backtrack!

Gottlieb Daimler vies with Karl Benz as the inventor of the motorcar, and he had founded Daimler Motoren Gesellschaft in 1890. Daimler left his company in 1893, and it of course carried on to merge with Benz in 1926. Daimler himself meanwhile made arrangements in Austria for copies of German Daimlers to be built, and an Austrian company, Österreichische Daimler Motorenengesellschaft, was registered in 1899. Daimler's son Paul oversaw the operation following Gottlieb's death in 1900, and it achieved financial independence from its German cousin in 1906.

Ferdinand Porsche took over in 1905, concentrating firstly on aero engines but releasing the Prince Henry in 1910. Ties with the German Daimler were severed completely in 1911, after which the cars became officially Austro-Daimlers. It was Austria's largest car manufacturer by 1914, and during the war built 4WD trucks and howitzer road trains, including a petrol-electric Porsche design. After the war, Porsche produced the 1100cc DOHC Sascha, but left for Mercedes in



1923. Karl Rabe took over as designer and produced the ADR, whose tube chassis and swing axle design brought legal action from Tatra - they accused Austro-Daimler of copying Hans Ledwinka's classic Type 11.

After Austro-Daimler and Puch had merged in 1928, then had to co-operate with Steyr in 1929, Porsche left Steyr in 1930 as he had had an unhappy time at Austro-Daimler earlier and did not want to be associated with them again. In December 1930 he began his own design bureau in Stuttgart.

In October 1934 Steyr and Austro-Daimler/Puch agreed to a formal merger, which formed Steyr-Daimler-Puch AG in May 1935. Austro-Daimler production soon ceased due to financial reasons, and that plant was absorbed into the group. Car and commercial production was based in Steyr, and Puch bicycles and motorbikes were built in Graz.

Steyr launched a 1-litre 22-bhp flat-four Type 50 in 1936, and 13,000 were built before the war stopped production in 1940. All production turned to armaments and military equipment, and new works were built in Graz in the early 1940s. However, both of Steyr's factories had been reduced to rubble by Allied bombing by the end of the war.



The group resumed bicycle production in late 1945, motorbikes in 1946, and even mopeds and scooters. The works were returned to the Austrian government in July 1946, and Steyr began building petrol and diesel commercials in 1947. Steyr-Fiats were introduced in 1949 to beat currency and import restrictions, and in 1953 car production was transferred to Graz while Steyr built tractors and commercials.

Hans Ledwinka's son Erich now directed Steyr's design office, and introduced the Steyr-Puch 500 in 1957, based on the Fiat 500 but with Steyr's own engine. Steyr stopped building Fiat-based cars in 1968 after about 100,000 had been built, after which they concentrated on commercial vehicles, like the remarkable Haflinger or 'Pony' that debuted in 1958. This versatile four-wheel drive cross-country wagon used a Steyr-designed, air-cooled, rear mounted 30-bhp 643cc flat twin, all independent coil suspension, spur gear axle drive and diff locks on both axles. Designed primarily for the Army, it soon became popular with civilians and gained an excellent reputation for ruggedness, reliability and versatility.

The remarkable thing about the Haflinger is that from 1966 to 1975 it was made in Springvale, Victoria, from CKD kits. Anti-Friction Bearings Ltd in Melbourne won an Army contract for 50 Haflingers, as they were a better off-road vehicle than the Land Rover. Popular with civilians as well,



more than 800 were built here, including a uniquely Australian version with a higher compression engine with dual throat carburettor and special three-stage air filtration system. All cabs and tops were locally produced in fibreglass, canvas or aluminium, and versions included street sweepers, pest control tankers, forestry vehicles and a street flusher for the Sydney Opera House. Only a Haflinger proved useful in climbing all those steps. The Queensland railways even evaluated a Haflinger converted to run along railway tracks. Local production ceased when Steyr-Daimler-Puch killed off the Haflinger in November 1975.



Steyr-Daimler-Puch had introduced a new 4WD in 1971, the bigger Pinzgauer, with a choice of 4 or 6 wheels. The new model was fitted with a 2.5-litre 60 kW air-cooled in-line 4 cylinder motor. As popular in Europe as its smaller



predecessor, it later got a 2.7-litre 90 kW engine of the same design. It was judged uneconomic to make in Australia, and in fact very few were sold here apart from a few fully imported examples for the Federal Dept of Transport and the Victorian Electricity Commission.

But the Pinzgauer was a superb off-road machine. The engine was specifically designed for the vehicle, and thanks to multi-oil pumps could not be starved of oil no matter how the vehicle was oriented – even upside-down. The advanced central tube chassis and transaxle and all-independent suspension allowed balanced weight distribution and low centre of gravity, while portal-style axles gave extra clearance over obstacles. The gearbox was 5-speed with two-speed transfer case. The differentials were all sealed and required no maintenance. The original 4x4 was the most popular variant of the Pinzgauer, but it was also available in a very capable 6x6 arrangement from the start, which gave maximum traction in trying conditions and gave extra towing and load-carrying capacity. Both the 4x4 and 6x6 had on-the-fly hydraulic differential locks. The electrical system was 24-volt.



The Pinzgauer had 45-deg approach and departure angles, and could easily climb a 1 in 1 slope. Its hill-climb ability was limited only by tyre traction. It could cross a 43.5-deg side slope. The 4x4 had a 1000-kg payload and the 6x6 could take 1500 kg. Fully laden the vehicle still had a 335 mm ground clearance. It could climb down a 360 mm wall and ford water 700 mm deep. Full engine power was available from 4 km/h, and it had a top speed of 110 km/h (100 km/h 6x6). The first generation Pinzgauer was made until 1985, by which time over 18,000 had been built. They are extremely popular enthusiast vehicles today.

In 1975 Steyr-Daimler-Puch also contracted to build considerable numbers of the 4WD Mercedes-Benz G-wagen, or 'Gelande' (off-road) car, alongside the Pinzgauer on their production lines. Mercedes supplied the vehicle components as CKD kits, and Steyr-Daimler-Puch engineered the 4WD system and assembled and finished the vehicles for sale. Mercedes recognised Steyr-Daimler-Puch's expertise in 4WD. These Austrian-built 4WDs were sold in Europe as the 'Mercedes-Puch G'.

Meanwhile, a one-off, hand-converted 4WD T2 VW Bus was shown by Wolfsburg in 1979, put together in their spare time for fun by a small group of VW engineers led by Henning Duckstein. This vehicle had a torque converter



between the normal 4-speed gearbox and the wheels, and a second lever to engage and disengage the drive. It was a clunky arrangement. Volkswagen liked the idea but not the application, so an external contract was sought to develop the concept and a deal was signed with Steyr-Daimler-Puch in May 1982, whereby VW would supply CKD kits for them to develop and assemble the vehicles.

As part of the design and testing process, a 4WD VW Passat wagon prototype was produced, using a 4WD system like the one used in the Audi quattro. The prototype appeared in April 1984, and was named the 'Passat Variant Tetra'. After further testing, it was displayed at the Paris Motor Show in November 1984 and went into production as the 'Passat Variant Syncro' – the 'Tetra' name was dropped. The Passat Syncro was the first production 4WD Volkswagen vehicle, if you don't count the wartime VWs, or the Audi-designed VW Iltis. It was powered by an 86 kW 5-cylinder engine giving a 180 km/h top speed. The Passat Syncro was also the first Volkswagen to be fitted with ABS brakes.



The prototype of the new 4WD T3 Transporter appeared in June 1984, fitted with a new and different 4WD system with a viscous coupling that automatically allocated drive to the front wheels when rear traction was lost. It was a fluid-based system that was originally patented by Ferguson of the UK. Steyr-Daimler-Puch tested and refined the system further with a series of punishing trials in North Africa, and the production version appeared in December 1984. They were built at Steyr-Daimler-Puch's Graz plant, using their transmission parts with VW CKD kits supplied from VW's Hanover commercial vehicle plant. Production commenced at 60 vehicles per day.

The same system was soon adapted for use on the Golf. The Golf Syncro was shown at the Frankfurt Motor Show in 1985, and went into production in 1986. First models used the



normal 1.8-litre engine, but the syncro system was more popular for VW's later higher-performance models such as the G60, Rallye, Limited, or the VR6. The jacked-up 'off-road' Golf Syncro that appeared in 1989, called the 'Golf Country', was also built by Steyr-Daimler-Puch in Graz.

The Transporter Syncro (often wrongly mis-spelled 'synchro' – there is NO H) was not imported into Australia until 1988, when we finally saw 4WD Kombis for sale. Telstra bought a large fleet of them, which still crop up on the second-hand market. Syncro versions of the twin-cab Kombi and Caravelle were also sold here, but the Golf and Passat syncros never made it to Australia. The last T3 Syncro was sold in Australia in 1992, eventually replaced by the T4 Syncro two years later.



Steyr-Daimler-Puch ended up making nearly 43,500 T3 Syncros before production ended in 1992, of which 2,100 were the more specialised heavy-duty 16" version. The rest



Canada. Magna created a new division, Magna-Steyr Fahrzeugtechnik, based in the Austrian city of Oberwaltersdorf, but still retaining the Graz factory.

Magna reintroduced the famous Pinzgauer truck, in redesigned 'Mk2' form, which is still made today for use by the armed forces of Canada and several European nations, including the UK. Magna also purchased the Eurostar division of Daimler-Benz, and merged it with their Steyr vehicles division. Today, Magna-Steyr makes the Chrysler 300C, and Jeep Commander and Grand Cherokee in the former Steyr-Daimler-Puch factory in Graz. From 2012, they are also contracted to make the Porsche Boxter and Cayman.

The break-up, dissolution and changing ownership of Steyr-Daimler-Puch has meant that all subsequent Volkswagen 4WD systems have been engineered and built in-

were the more standard-looking 14". Surprisingly, the biggest-selling version was the JX 52 kW diesel version (a Golf engine tilted over at more than 45 degrees), which accounted for nearly 38% of sales. The biggest-selling Wasserboxer Syncro was the 71 kW MV engine, with 32% of sales. The high-performance 84 kW DJ engine, with its need for 98 RON fuel, only sold 6,200, some 14% of the total. Over 20% of the T3 Kombis sold in Finland were Syncro versions, perhaps not surprisingly, while only 3.5% of T3s sold in Germany were Syncros.

In spite of the Steyr-Daimler-Puch's technical and mechanical brilliance, they were not much good at marketing and selling their products. There was increasing diversity across their group of companies, and finances were never strong. In late 1990 the Steyr-Daimler-Puch conglomerate was broken up, with the individual divisions going to different new owners. Steyr Tractor was sold to the US-based Case Corporation, makers of International Harvester. Puch motorcycles was sold to Piaggio, makers of the Vespa. The Steyr munitions division became independent, and so did the Steyr Diesel Engine division.

Steyr-Daimler-Puch Spezialfahrzeug GmbH, the vehicle design and production division, was sold off to a group of private investors, who in turn sold it to the US-based General Dynamics corporation, makers of a wide range of military equipment for the US defence forces. General Dynamics kept units of the group that were useful for military engineering work, but had no use for the automotive division, which was sold to the Magna International corporation of

house. Today the old 'syncro' system is no more, replaced by Volkswagen's own '4MOTION' system. Audi continues to use its own 'quattro' system, while VW's Skoda division uses the '4x4' badge, and SEAT simply uses '4' on their 4WD vehicles. It's important to realise these names are just trademarks; they don't describe any particular engineering system, in the way that 'Syncro' described the Stey-Daimler-Puch viscous coupling design.

For example, VW generally uses a Haldex traction system on their transverse-engined cars, while their longitudinal-engined cars have a Torsen differential-based 4WD system. Both of these systems, completely different in design, are called VW 4MOTION systems and what you will get buying a 4WD Volkswagen today.





Hold your tappets.

Back when I built engines for sale (*) I usta haul all that crap around, setting up my trader stand at fly-in's, swap-meets and chapter meetings, showing folks how easy it was to convert a VW engine for flight and why my engines were a bit different from all those Other Guys.

Waste of time, pretty much. Oh, I sold a few engines, along with lots of Azusa wheels and the little axle I'd made up for them. But most folks wanted an engine '...just like Ken Rand's' or whatever. All told, I only sold three with the fan on the clutch-end of the crank. But I think the main reason for my lack of success was telling the truth when someone would ask about horsepower. (Like all air-cooled engines the Volkswagen has specific thermal limitations. Exceed them and your TBO takes a heavy hit.)

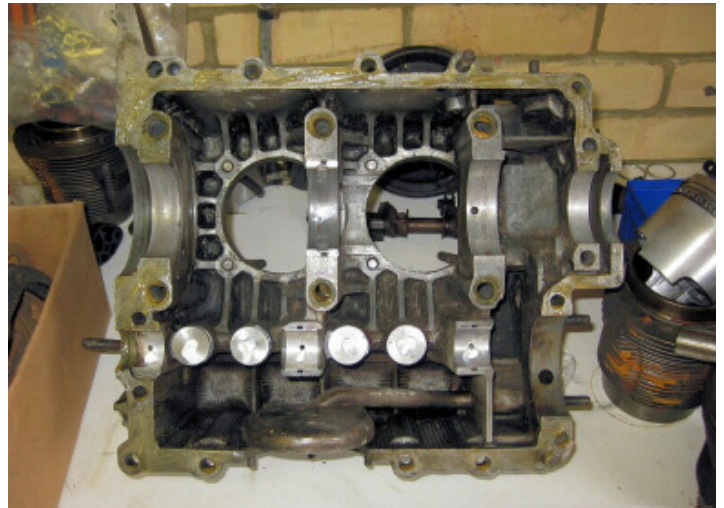
Drive all night to get someplace, unload a ton of tools, jigs, fixtures, parts and brochures, then spend the day showing folks how to put Tab A into Slot B, it sorta takes the thrill out of it, especially when you do something dumb such as dumping your tappets on the ground.

Unlike a Lycoming or Continental which is usually assembled around the crankshaft whilst standing on its nose, the VW crankcase has a number of studs anchored in the left-hand case half and you usually assemble the engine with the left-hand case-half open-side facing up on the work-bench or in the fixture. To mate the two halves you pick up the right-hand case-half, align it with the studs and slide it down onto the left-hand case half. The crankshaft and camshaft is supported in the bearing saddles in the left-hand half of the case while the right-hand half has nothing in it except four tappets.

The best excuse in the world for dumping your tappets is that it couldn't happen with the early VW engines, in which the tappet and push-rod were a single unit. Assembly habits acquired prior to 1960 were liable to make you look like a klutz after that date. Indeed, for a time following the introduction of the forty-horse 1200 engine, dropping your tappets on the floor - or even forgetting to install the damn things - was almost a National Sport, at least among VW mechanics.

Which is kinda silly because it's easy to not dump your tappets on the deck. All you gotta do is grab a tub of wheel bearing grease and smear a light wipe of the stuff under the

head of the tappet. When you pushed the tappet into its bore the grease would cause it to stick long enough for you to put the right-hand case-half into position. (But ONLY under the head. Too much grease in a tappet-bore is a bad, bad thing, since oil to the end tappets can only get there by passing through the middle tappets. Lard them up with grease, it was liable to block the push-rod tubes and prevent oil from reaching the end tappets. But a light wipe under the head of the tappet is okay.)



If you were one of those effete-type VW Mechanics with clean fingernails and a ducks-ass hair-cut you'd scrounge an old throttle wire out of the scrap bin, cut it into pieces about a foot long and twist it around the handle of a breaker-bar. Bend the free ends at right angles, trim them to equal lengths and you had a kind of Super Hair Pin you could poke down into the tappet's bores, where the tension of the spring would hold them in place.

Quick like a bunny, hair-pin tappet retainers appeared in all the magazines as an Absolute Necessity at prices ranging from Simply Silly to Absolutely Ridiculous. And remain so today. If you need a pair, make them. The photo shows a pair made from brass welding rod and another pair made from 1/16th inch music wire. The singleton is a retail item.



You can make the things out of any reasonably resilient wire. Music wire, such as used on the VW throttle cable, is probably best but I've made them out of springy bronze welding rod and electrical fish-tape. But Home Alone, 99



Doing demos, it's best not to count on having compressed air. If you haul in your own compressor you'll also have to provide a suitable extension cord and hoses, all of which is liable to vanish unless you've got it chained to your table. So I got into the habit of using 'canned air.' Back then, it wasn't air of course; usually some fluorocarbon. Nowadays it's liable to be propane mixed with something to render it less flammable. The key point here is that 'canned air' is usually a liquid under pressure, having a very low boiling point, such as minus thirty degrees.

Want your tappets to stay in place? Don't have a pair of hair pins? Left the wheel bearing grease at home? Then turn your can of 'Dust Off' or whatever upside-down and give the push-rod end of each lifter a shot of liquid. It will chill the lifter enough to harden the lubricant, locking the lifters in their bores at least long enough for you to mate the two case halves.

(* If you'll dig through your pile of old 'Sport Aviation' magazines ('old' = mid-1970's) you'll find my ad tucked away somewhere in the back. Same address. Same engines.

Extra Capacity Oil Sump.

Is it a good idea to put one of those larger deep oil-
sump deals on your VW? It SOUNDS like a really good idea, but I suppose there could be some technical reasons that it would be harmful.

I've never seen a deep sump that didn't leak, apparently because the sump-plate studs - even when replaced with longer units - were never meant to carry such a load.

Reduced ground clearance, while never a problem on the drag strip, can cost you an engine in daily driving. I've seen several crankcases with chunks knocked out of them as a result of hitting something with the attached (and quickly detached) deep sump. I've also seen a couple of engines lost when the oil pick-up extension came adrift, and it started sucking air.

With a filled deep-sump the oil takes forever to warm-up. And of course you have to keep the thing filled if you want your dipstick to work. Drag racing, we ran the engine with the minimum of oil, pouring in fresh for each run. It never showed up on the dipstick because the dipstick does not

times out of a hundred, I reach for the wheel bearing grease, give them a wipe and put the thing together. Which isn't worth a bucket of warm spit if you're 800 miles from home giving a spiel to a buncha guys and the grease is back home on the shelf.

You can try the Stealth Approach, which is to raise the left-hand case-half as near to vertical as it will go before the crankshaft flops out on the floor. Then you smear a gob of Lubri-Plate on the right-hand lifters, pop them in place and try to get the case-halves aligned before the lifters come oozing out of their bores, which is just what they'll do if you get hit with a couple of questions between Tab A and Slot B.

So there I am at some fly-in giving my spiel on Short Block Assembly and there's my right-hand tappets bouncing around on the hangar floor like cast iron mice. Not what you'd call a good impression. But I can honestly say it was the last time I allowed it to happen. I adopted the Hair Pin Procedure. Which worked fine, until...

Let me offer a whiff of reality about doing demos at fly-ins (and one of the reasons I regularly decline such invitations): People steal things. If you don't have a crew of at least three, you're going to lose stuff. Roping-off your work tables helps, assuming you've hauled along enough rope and stanchions. But there's plenty of times when you have to take a pee, someone starts asking questions of your crew and when you return the far end of the table is bare.

Cost of doing business, right? Pass it along to the customer. But sometimes something critical, such as a magneto or prop-hub would wander off and you're left trying to do a demo without all the parts. So one day I'm just getting into the spiel when I notice the tappet retainers have vanished, along with a stack of shims and the magneto puck.



extend into the deep sump.

We used to call these things the 'Poor Man's Dry Sump'. Getting the liquid oil out of the crankcase gave us extra rpm, always important when you're trying to catch a clock. For roundy-rounds, rallies and road courses, we had a lot better results - and less expense - using a windage tray and fabricating extenders for the push-rod tubes. Running at speed, we thought the deeper sump would keep the oil from pooling-up out in the head... and maybe it did, for a few seconds. Fact is, running at speed the extra capacity of the deep sump doesn't mean squat - we just ended up with an extra quart of oil in the outside head. Live and learn.

I thought the added surface area of the deeply finned (and properly fabricated sumps, such as the one Gene Berg made) would result in cooler oil temps. It didn't. The oil took longer to come up to normal operating temperature but once there, it was about as hot as before. Apparently the oil cooler is about twenty times as effective at cooling the oil as any form of sump. You'd need about five times the surface area of the typical deep-sump before you saw an appreciable drop in your engine's oil temp. There's bound to be some variation here. I'm talking about using a deep-sump in California. Veedubbers in Finland probably swear by the things.

All of the guys who claimed miraculously low oil temps after bolting on a deep-sump usually had chromed valve covers, chromed push-rod tubes, no thermostat and so on — they were already running near the red-line before they



bolted the thing on — and most of their claims were based on only a few minutes of run-time — the extra oil hadn't even warmed up yet.

Deep sumps are suicide off-pavement - or on-pavement for that matter, if you have to negotiate the occasional rough alley or railroad track.

Deep sumps tend to get in the way when you need to drop your engine, forcing you to raise the vehicle higher (Bugs) to clear the rear apron and to use a different scooter (Buses).

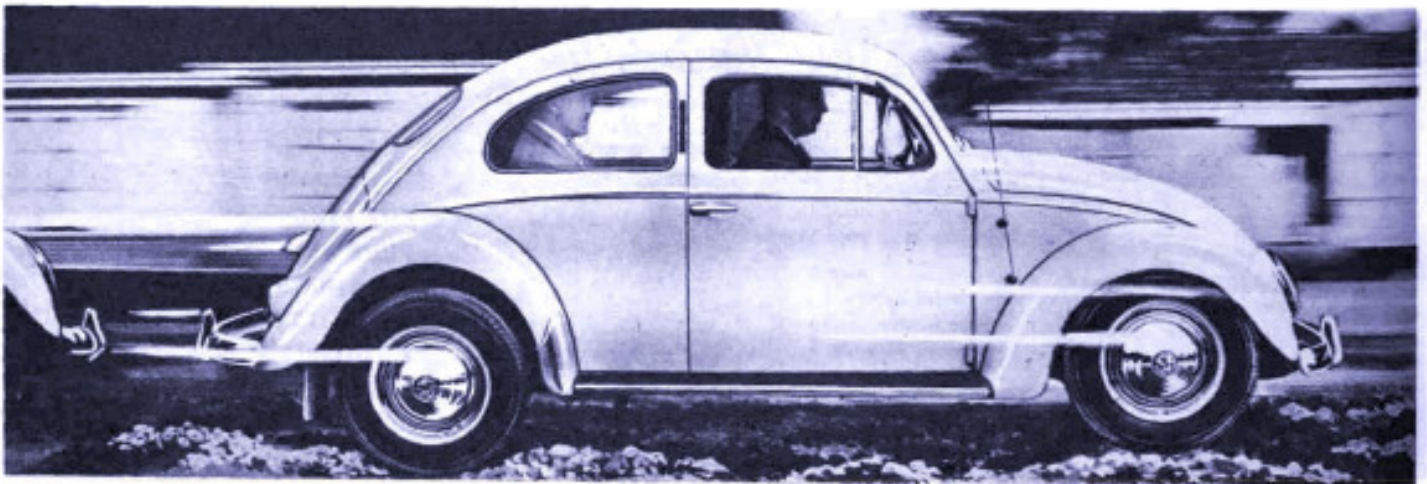
Finally, most of the deep sumps I've seen were very poorly made, the exception being the ones Gene Berg used to sell (I've not seen his most recent offering but I understand it's aluminium. It used to be magnesium and beautifully made, too.) The deep sumps sold locally are bubble-packed crap, cast in Taiwan and have casting inclusions and lots of casting sand residue. It would be suicide to bolt such a thing on an engine.


The bottom line? Deep sumps first appeared on the drag strip. Kiddies bolt them on because they can and because they look kewl and because all the tits & arse VW magazines say it's the thing to do. I ran them on the strip but found them impractical on the road. I sought other more effective solutions.

Want to increase your oil capacity? Add a full-flow oil filtration system. The big FRAM PH-8A canister holds nearly a litre of oil, and the hoses about 300 mL.

Bob Hoover

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vw 45

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- Residents of Qld., Vic., Tas., S.A. and W.A. must not send the sections but may qualify by sending hand drawn facsimiles pasted down with the completed verse.
- Competition closes with entries received last mail September 30th, 1974 and no responsibility will be taken for late entries.
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